



Commission Meeting Agenda Thursday, February 28, 2019, 2 p.m.

Chair: Richard Valle, Supervisor Alameda County District 2 Executive Director: Arthur L. Dao
Vice Chair: Pauline Cutter, Mayor City of San Leandro Clerk of the Commission: [Vanessa Lee](#)

- 1. Call to Order/Pledge of Allegiance
- 2. Roll Call
- 3. Public Comment
- 4. Chair and Vice Chair Report
- 5. Executive Director Report
- 6. Consent Calendar Page/Action

Alameda CTC standing committees approved all action items on the consent calendar, except Item 6.1 and 6.2.

- 6.1. [Approve the January 28, 2019 Commission Meeting Minutes](#) 1 A
- 6.2. [Approve Community Advisory Committee Appointment](#) 5 A
- 6.3. [FY2018-19 Second Quarter Report of Claims Acted Upon Under the Government Claims Act](#) 7 I
- 6.4. [Approve the FY2018-19 Second Quarter Investment Report](#) 9 A
- 6.5. [Approve the FY2018-19 Second Quarter Consolidated Financial Report](#) 29 A
- 6.6. [I-580 Express Lanes: Monthly Operation Status Update](#) 35 I
- 6.7. [I-580 Tolling Overview](#) 45 I
- 6.8. [Congestion Management Program \(CMP\): Summary of the Alameda CTC's Review and Comments on Environmental Documents and General Plan Amendments Update](#) 69 I
- 6.9. [Approve Measure BB Freight and Economic Development Program \(TEP-41\) funds, authorize release of Request for Proposals \(RFP\) for Professional Services for Preliminary Engineering and Environmental and Design phases of the Rail Safety Enhancement Program, and authorize negotiations with top ranked firms](#) 75 A
- 6.10. [Approve the 2020 Comprehensive Investment Plan Development Framework](#) 79 A
- 6.11. [Approve the Transportation Fund for Clean Air FY 2019-20 Policies, Expenditure Plan Application and Call for Projects](#) 113 A

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|--|-----|---|
| 6.12. Approve the Second Amended and Restated Joint Powers Agreement Establishing the Sunol Smart Carpool Lane Joint Powers Authority | 133 | A |
| 6.13. I-880 Southbound HOV Lane (PN 1376.001): Approval of Contract Amendment No. 1 to Professional Services Agreement A18-0035 with WMH Corporation (WMH) | 149 | A |

7. Community Advisory Committee Reports (3-minute time limit)

- | | |
|---|---|
| 7.1. Bicycle and Pedestrian Advisory Committee – Matthew Turner, Chair | I |
| 7.2. Independent Watchdog Committee – Steve Jones, Chair | I |
| 7.3. Paratransit Advisory and Planning Committee – Sylvia Stadmire, Chair | I |

8. Introduction of Caltrans District 4 Director

9. Update on the Tri-Valley/San Joaquin Valley Regional Rail Authority’s Valley Link Project

10. Planning, Policy and Legislation Committee Action Items

The Planning, Policy and Legislation Committee approved the following action items, unless otherwise noted in the recommendations.

- | | | |
|---|-----|-----|
| 10.1. Federal, state, regional, and local legislative activities update | 153 | A/I |
|---|-----|-----|

11. Member Reports

12. Adjournment

Next Meeting: Thursday, March 28, 2019

Notes:

- All items on the agenda are subject to action and/or change by the Commission.
- To comment on an item not on the agenda (3-minute limit), submit a speaker card to the clerk.
- Call 510.208.7450 (Voice) or 1.800.855.7100 (TTY) five days in advance to request a sign-language interpreter.
- If information is needed in another language, contact 510.208.7400. Hard copies available only by request.
- Call 510.208.7400 48 hours in advance to request accommodation or assistance at this meeting.
- Meeting agendas and staff reports are available on the [website calendar](#).
- Alameda CTC is located near 12th St. Oakland City Center BART station and AC Transit bus lines. [Directions and parking information](#) are available online.



Alameda CTC Schedule of Upcoming Meetings:

Commission Chair
Supervisor Richard Valle, District 2

Commission Vice Chair
Mayor Pauline Cutter,
City of San Leandro

AC Transit
Board President Elsa Ortiz

Alameda County
Supervisor Scott Haggerty, District 1
Supervisor Wilma Chan, District 3
Supervisor Nate Miley, District 4
Supervisor Keith Carson, District 5

BART
Vice President Rebecca Saltzman

City of Alameda
Mayor Marilyn Ezzy Ashcraft

City of Albany
Mayor Rochelle Nason

City of Berkeley
Mayor Jesse Arreguin

City of Dublin
Mayor David Haubert

City of Emeryville
Councilmember John Bauters

City of Fremont
Mayor Lily Mei

City of Hayward
Mayor Barbara Halliday

City of Livermore
Mayor John Marchand

City of Newark
Councilmember Luis Freitas

City of Oakland
Councilmember At-Large
Rebecca Kaplan
Councilmember Dan Kalb

City of Piedmont
Vice Mayor Teddy Gray King

City of Pleasanton
Mayor Jerry Thorne

City of Union City
Mayor Carol Dutra-Vernaci

Executive Director
Arthur L. Dao

Description	Date	Time
Alameda County Technical Advisory Committee (ACTAC)	March 7, 2019	1:30 p.m.
Finance and Administration Committee (FAC)	March 11, 2019	8:30 a.m.
I-680 Sunol Smart Carpool Lane Joint Powers Authority (I-680 JPA)		9:30 a.m.
I-580 Express Lane Policy Committee (I-580 PC)		10:00 a.m.
Planning, Policy and Legislation Committee (PPLC)		10:30 a.m.
Programs and Projects Committee (PPC)		12:00 p.m.
Independent Watchdog Committee (IWC)	March 11, 2019	5:30 p.m.
Paratransit Technical Advisory Committee (ParaTAC)	March 12, 2019	9:30 a.m.
Paratransit Advisory and Planning Committee (PAPCO)	March 25, 2019	1:30 p.m.
Alameda CTC Commission Meeting	March 28, 2019	2:00 p.m.
Bicycle and Pedestrian Community Advisory Committee (BPAC)	May 16, 2019	5:30 p.m.
Joint Paratransit Advisory and Planning Committee (PAPCO) and Paratransit Technical Advisory Committee (ParaTAC)	May 20, 2019	1:30 p.m.

All meetings are held at Alameda CTC offices located at 1111 Broadway, Suite 800, Oakland, CA 94607. Meeting materials, directions and parking information are all available on the [Alameda CTC website](http://www.AlamedaCTC.org).

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1. Pledge of Allegiance

2. Roll Call

A roll call was conducted. All members were present with the exception of Commissioner Mei, Commissioner Miley, Commissioner King and Commissioner Thorne.

Commissioner Cox was present as an alternate for Commissioner Chan. Commissioner McQuaid was present as an alternate for Commissioner Carson.

Subsequent to the roll call:

Commissioner Miley and Commissioner Mei arrived during Item 9.1

3. Public Comment

There was a public comment made by Gayle Eads regarding the approval of the Student Transit Pass program for an additional five years. Ms. Eads also invited the Commissioners to attend an event at the Ella Baker Center in Oakland honoring Rosa Parks.

4. Election of Chair and Vice Chair

4.1. Election of Commission Chair and Vice Chair: Approve the Election of the Commission Chair and Vice-Chair

A nomination was made by Commissioner Dutra-Vernaci to elect Supervisor Valle as Chair and Commissioner Cutter as the Vice Chair. Commissioner Kaplan seconded the motion. The motion passed with the following votes:

Yes: *Arreguin, Bauters, Cox, Cutter, Dutra-Vernaci, Ezzy Ashcraft, Freitas, Haggerty, Halliday, Haubert, Kalb, Kaplan, Marchand, McQuaid, Nason, Ortiz, Saltzman, Valle*

No: *None*

Abstain: *None*

Absent: *King, Mei, Miley, Thorne*

5. Chair and Vice Chair Report

Chair Valle thanked the Commission for his appointment and welcomed new Alameda CTC members from Alameda and Albany. He also thanked departing Commissioner Dan Kalb for his service to the Commission, acknowledging that he will serve as an alternate after January. Chair Valle informed the Commission that the agency will have a set of corridor-specific project briefings to provide an update on project development to Commissioners who represent jurisdictions (and transit) along these corridors. He

concluded by providing brief updates on upcoming events, specifically upcoming legislative visits as well as the upcoming Commission Retreat in May 2019.

6. Executive Director Report

Art Dao noted that the Executive Director's Report can be found in the Commissioners folders. He stated that the Commission will have two legislative visits, one to Sacramento and one to Washington DC, and will also host a Commission Retreat. Mr. Dao introduced the new Deputy Executive Director of Projects, Gary Huisingh.

7. Consent Calendar

- 7.1. Approve the December 6, 2018 Commission Meeting Minutes
- 7.2. Approve the Alameda CTC meeting schedule for the 2019 calendar year
- 7.3. Approve Community Advisory Committee Appointment
- 7.4. I-580 Express Lanes: Monthly Operations Status Update
- 7.5. Congestion Management Program (CMP): Summary of the Alameda CTC's Review and Comments on Environmental Documents and General Plan Amendments Update
- 7.6. Federal, state, regional, and local legislative activities update
- 7.7. Development of the 2020 Countywide Transportation Plan Update
- 7.8. Measure B, Measure BB, and Vehicle Registration Fee Programs Update
- 7.9. Measure B and Measure BB Capital Projects Update
- 7.10. Substitution of the San Francisco Bay Area Rapid Transit District (BART) Small Business Program in lieu of Alameda CTC Local Business Contract Equity Program
- 7.11. Global Opportunities at the Port of Oakland Project (GoPort) (PN 1442000): Approval of Project Actions for the Construction Phase of the Freight Intelligent Transportation Systems Component of the GoPort Project
- 7.12. Approve the Administrative Amendment to Grant Funding Agreement A13-0057 to extend agreement expiration date

Commissioner Bauters moved to approve the Consent calendar. Commissioner Saltzman seconded the motion. The motion passed with the following votes:

Yes: Arreguin, Bauters, Cox, Cutter, Dutra-Vernaci, Ezzy Ashcraft, Freitas, Haggerty, Halliday, Haubert, Kalb, Kaplan, Marchand, McQuaid, Nason, Ortiz, Saltzman, Valle

No: None

Abstain: None

Absent: King, Mei, Miley, Thorne

8. Community Advisory Committee Reports

8.1 Bicycle and Pedestrian Advisory Committee (BPAC)

There was no one present from BPAC.

8.2 Independent Watchdog Committee (IWC)

Steve Jones, Chair of IWC, stated that IWC met on January 14, 2019. The committee received an update on Alameda CTC's Measure B and BB programs, capital projects, and direct local distribution compliance. He noted that the next meeting will be held on March 11, 2019.

8.3. Paratransit Advisory and Planning Committee (PAPCO)

There was no one present from PAPCO.

9. Planning, Policy and Legislation Committee Action Items

9.1. Update on Metropolitan Transportation Commission Housing Compact

Tess Lengyel introduced Ken Kirkey, MTC's Planning Director, who provided the Commission with a detailed update on the CASA Compact.

The Commission had a lengthy discussion on the item. A summary of requests for clarifications and comments were as follows:

Commissioners Ortiz asked if there will be any transit funding used for CASA and what the special districts are that are referred in the potential funding chart. Mr. Kirkey stated that there are no transit funds or special district funds identified to be shifted for the housing component of the compact and that the special districts referenced in the CASA materials are related to schools.

Commissioner Kaplan asked if legislation is needed for the potential funding sources and what agency will be responsible for funding the compact. Mr. Kirkey noted that majority of the potential funding sources will need some type of legislation to pass before being implemented and that the CASA compact element #10 includes a proposal for a new state law that to create a new entity made up of MTC Commissioners and ABAG members.

Commissioner Kaplan asked why there is a proposal for a return to source for the funding if the funds are regional. Mr. Kirkey noted that there are arguments that the job/housing imbalance needs to be addressed and one way to do that is by keeping funding within the county.

Commissioner Arreguin stated that the housing/transportation linkage formula for the allocation of funds proposal that places a condition for all transportation funding on housing production is not fair for counties that do not have an issue with the imbalance, specifically noting Alameda County which has the lowest imbalance in the region.

Commissioner Haubert suggested concentrating on employers who chose to come to areas where there isn't enough housing as opposed to local cities. He also requested a list of all steering committee members to make sure the entire Bay Area is included. Mr. Kirkey stated that it has been noted that there was not enough engagement of local government, which is why MTC is currently attempting to go out and engage all counties.

Commissioner Haubert asked who local city managers should contact to find out the direct potential financial impact of CASA for each city. Mr. Kirkey stated that MTC staff is working on a financial analysis and will also engage city managers on the local level.

Commissioner Halliday commented that there is an impression that ABAG and MTC have approved and endorsed the compact although the proposals have not been approved. She also noted that there are also a lot of misconceptions concerning Regional Housing Needs Allocation (RHNA) requirements.

Commissioner Marchand made comments on the infrastructure that needs to be in place to support the housing required in the compact, including water, schools and other local services.

Commissioner Bauters stated that the five elements of CASA that are very important and have a direct relationship to transportation are elements No. 5, 7, 8, 9 and 10. He summarized their relationship to transportation and noted the importance of continuing to monitor and consider action on these components as state legislation is introduced.

Several commissioners noted that they were not fully aware of the development of the CASA compact and reiterated the importance of working directly with cities and counties so they can be more engaged on the CASA effort.

This item is for information only.

10. Member Reports

11. Adjournment

The next meeting is Thursday, February 28, 2019 at 2:00 p.m.



Alameda CTC Community Advisory Committee Appointment Detail for Steve Adams, Transit Manager, Union City Transit – City of Union City

Check the box(es) and date and sign this form to approve reappointment of members whose terms are expiring or to appoint new members.

Paratransit Advisory and Planning Committee (PAPCO)



Reappointment:
(action required)

Larry Bunn

[Redacted]
[Redacted]
[Redacted]
[Redacted]

Term Began: February 2019
Term End: February 2021

01/31/2019

Date

Steve Adams, Transit Manager,
Union City Transit – City of Union City

To fill a vacancy, submit a committee application and corresponding resume to the Alameda County Transportation Commission (Alameda CTC) for each new member. Return the form(s) by mail, email, or fax to:

Alameda CTC
Attn: Angie Ayers
1111 Broadway, Suite 800
Oakland, CA 94607
Email: aayers@alamedactc.org
Fax: (510) 893-6489

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Memorandum

6.3

1111 Broadway, Suite 800, Oakland, CA 94607 • 510.208.7400 • www.AlamedaCTC.org

DATE: February 21, 2019

TO: Alameda County Transportation Commission

FROM: Patricia Reavey, Deputy Executive Director of Finance and Administration

SUBJECT: FY2018-19 Second Quarter Report of Claims Acted Upon Under the Government Claims Act

Recommendation

This item is to provide the Commission with an update on the FY2018-19 Second Quarter Report of Claims Acted upon under the Government Claims Act. This item is for information only.

Summary

There were no actions taken by staff under the Government Claims Act during the second quarter of FY2018-19.

Background

Tort claims against Alameda CTC and other California government entities are governed by the Government Claims Act (Act). The Act allows the Commission to delegate authority to an agency employee to review, reject, allow, settle, or compromise tort claims pursuant to a resolution adopted by the Commission. If the authority is delegated to an employee, that employee can only reject claims or allow, settle, or compromise claims \$50,000 or less. The decision to allow, settle, or compromise claims over \$50,000 must go before the Commission for review and approval.

California Government Code section 935.4 states:

“A charter provision, or a local public entity by ordinance or resolution, may authorize an employee of the local public entity to perform those functions of the governing body of the public entity under this part that are prescribed by the local public entity, but only a charter provision may authorize that employee to allow, compromise, or settle a claim against the local public

entity if the amount to be paid pursuant to the allowance, compromise or settlement exceeds fifty thousand dollars (\$50,000). A Charter provision, ordinance, or resolution may provide that, upon the written order of that employee, the auditor or other fiscal officer of the local public entity shall cause a warrant to be issued upon the treasury of the local public entity in the amount for which a claim has been allowed, compromised, or settled.”

On June 30, 2016, the Commission adopted a resolution which authorized the Executive Director to reject claims or allow, settle, or compromise claims up to and including \$50,000.

There have only been a handful of small claims filed against Alameda CTC and its predecessors over the years, and many of these claims were erroneously filed, and should have been filed with other agencies (such as Alameda County, AC Transit, and Caltrans). As staff moves forward with the implementation of Measure BB, Alameda CTC may experience an increase in claims against the agency as Alameda CTC puts more projects on the streets and highways of Alameda County and as Alameda CTC's name is recognized as a funding agency on these projects. Staff works directly with the agency's insurance provider, the Special District Risk Management Authority (SDRMA), when claims are received so that responsibility may be determined promptly and they might be resolved expediently or referred to the appropriate agency. This saves Alameda CTC money because when working with the SDRMA directly, much of the legal costs to address these claims are covered by insurance.

Fiscal Impact: There is no fiscal impact associated with the requested action.



Memorandum

6.4

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DATE: February 21, 2019

TO: Alameda County Transportation Commission

FROM: Patricia Reavey, Deputy Executive Director of Finance and Administration
Lily Balinton, Director of Finance

SUBJECT: Alameda CTC FY2018-19 Second Quarter Investment Report

Recommendation

It is recommended that the Commission approve the Alameda CTC FY2018-19 Second Quarter Investment Report.

Summary

Alameda CTC's investments are in compliance with the Agency's investment policy, and the Agency has sufficient cash flow to meet expenditure requirements over the next six months.

At the beginning of this fiscal year through a competitive RFP process, Alameda CTC hired Public Trust Advisors (PTA) as investment advisors for the agency. Staff has worked with PTA to develop a new investment strategy for the portfolio based on updated cash flow needs. PTA is in the process of transitioning to this new investment strategy which is designed to improve the safety, liquidity and yield of the investment portfolio by matching investments and maturities with the needs in the cash flows. The new benchmarks have been established as a goal for the investment advisors to strive for and to align with the desired performance of the portfolios once the investment strategy is fully implemented. However, until the strategy is fully phased in, the benchmarks will not align well with the portfolio as it exists today.

The Consolidated Investment Report as of December 31, 2018 (Attachment A) provides balance and average return on investment information for all cash and investments held by Alameda CTC at the end of the second quarter. The report also shows balances as of June 30, 2018 for comparison purposes. The *Portfolio Review for Quarter Ending December 31, 2018* (Attachment B), prepared by PTA, provides a review and outlook of market conditions and information regarding investment strategy, portfolio allocation, compliance, and returns by portfolio compared to the benchmarks.

Background

The following are key highlights of cash and investment information as of December 31, 2018:

- As of December 31, 2018, total cash and investments held by Alameda CTC was \$594.8 million, an increase of \$33.0 million or 5.9 percent over June 30, 2018 primarily due to the receipt of Measure BB sales tax revenues and the accumulation of bond funds needed to make the required principal debt service payment of the 2014 Sales Tax Revenue Bonds on March 31, 2019.
- Quarter-end balances compared to prior year-end balances:
 - The 1986 Measure B investment balance increased by \$1.2 million or 0.9 percent due to investment earnings for the quarter.
 - The 2000 Measure B investment balance increased \$6.5 million or 3.7 percent mainly due to the accumulation of bond funds needed to make the required annual principal debt service payment on March 31, 2019.
 - The 2014 Measure BB investment balance increased \$16.3 million or 10.3 percent due to the accumulation of sales tax revenues for funding the various projects and programs in the 2018 Comprehensive Investment Plan. Activity for the many contracts and agreements that were finalized late last fiscal year for construction and discretionary projects is ramping up, and while expenditures for the earlier phases of projects have been paid, the more significant expenditures for construction work are expected to be paid later in the fiscal year.
 - The Non-Sales Tax investment balance increased \$9.0 million or 9.6 percent as a result of grant reimbursement collections which outpaced expenditures as non-sales tax capital projects continue to wind down, in addition to the accumulation of toll revenues on the I-580 Express Lanes as the Agency accumulates funds for the operational risk reserve as defined in the I-580 Express Lanes 20-Year Expenditure Plan.

Investment yields have increased at the end of the second quarter with the approximate average return on investments through December 31, 2018 at 1.85 percent compared to the prior year's average return of 1.20 percent. Return on investments were projected for the FY2018-19 budget year at approximately 1.75 percent.

Fiscal Impact: There is no fiscal impact associated with the requested action.

Attachments:

- A. Consolidated Investment Report as of December 31, 2018
- B. Portfolio Review for Quarter Ending December 31, 2018 (provided by Public Trust Advisors)
- C. Holdings by Security Type as of December 31, 2018

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Alameda CTC Consolidated Investment Report As of December 31, 2018							
1986 Measure B	Un-Audited		Interest Earned			FY 2017-2018	
	Investment Balance	Interest earned	As of December 31, 2018			Investment Balance	Interest earned
			Approx. ROI	Budget	Difference	June 30, 2018	FY 2017-2018
Bank Accounts	\$ 823,178	\$ 721	0.18%			\$ 983,237	1,551
State Treasurer Pool (LAIF) ⁽¹⁾	8,066,663	89,202	2.21%			7,982,873	123,176
Investment Advisor ^{(1) (2)}	127,878,379	1,174,169	1.84%			126,556,768	1,504,594
1986 Measure B Total	\$ 136,768,220	\$ 1,264,092	1.85%	\$ 1,000,000	\$ 264,092	\$ 135,522,878	\$ 1,629,321
						<i>Approx. ROI</i>	<i>1.20%</i>
2000 Measure B	Un-Audited		Interest Earned			FY 2017-2018	
	Investment Balance	Interest earned	As of December 31, 2018			Investment Balance	Interest earned
			Approx. ROI	Budget	Difference	June 30, 2018	FY 2017-2018
Bank Accounts	\$ 11,835,934	\$ 11,543	0.20%			\$ 5,894,103	\$ 17,434
State Treasurer Pool (LAIF) ⁽¹⁾	15,547,449	227,763	2.93%			27,629,904	320,325
Investment Advisor ^{(1) (2)}	133,281,924	1,202,271	1.80%			131,874,047	1,611,627
2014 Series A Bond Project Fund	-	-	0.00%			-	8,825
2014 Series A Bond Revenue Fund ⁽¹⁾	818	8	2.04%			810	4
2014 Series A Bond Interest Fund ^{(1) (2)}	1,733,108	13,782	2.10%			1,712,542	21,223
2014 Series A Bond Principal Fund ^{(1) (2)}	18,738,180	140,647	2.23%			7,507,309	129,605
Project Deferred Revenue ^{(1) (3)}	745,759	8,740	2.34%			801,253	44,711
2000 Measure B Total	\$ 181,883,172	\$ 1,604,754	1.76%	\$ 1,500,000	\$ 104,754	\$ 175,419,968	\$ 2,153,754
						<i>Approx. ROI</i>	<i>1.23%</i>
2014 Measure BB	Un-Audited		Interest Earned			FY 2017-2018	
	Investment Balance	Interest earned	As of December 31, 2018			Investment Balance	Interest earned
			Approx. ROI	Budget	Difference	June 30, 2018	FY 2017-2018
Bank Accounts	\$ 17,077,554	\$ 10,536	0.12%			\$ 1,441,895	\$ 18,195
State Treasurer Pool (LAIF) ⁽¹⁾	46,933,552	504,899	2.15%			43,633,786	675,445
Investment Advisor ^{(1) (2)}	101,881,223	1,023,203	2.01%			100,705,850	1,050,951
Project Deferred Revenue ^{(1) (3)}	8,212,851	106,038	2.58%			12,000,000	56,343
2014 Measure BB Total	\$ 174,105,180	\$ 1,644,676	1.89%	\$ 850,000	\$ 794,676	\$ 157,781,531	\$ 1,800,934
						<i>Approx. ROI</i>	<i>1.14%</i>
Non-Sales Tax	Un-Audited		Interest Earned			FY 2017-2018	
	Investment Balance	Interest earned	As of December 31, 2018			Investment Balance	Interest earned
			Approx. ROI	Budget	Difference	June 30, 2018	FY 2017-2018
Bank Accounts	\$ 13,447,864	\$ 12,663	0.19%			\$ 5,423,196	\$ 30,015
State Treasurer Pool (LAIF) ⁽¹⁾	29,138,646	330,684	2.27%			29,313,198	410,241
California Asset Management Program (CAMP)	50,178,897	563,902	2.25%			49,614,995	600,311
Project Deferred Revenue ^{(1) (4)}	9,295,735	94,346	2.03%			8,756,339	112,205
Non-Sales Tax Total	\$ 102,061,142	\$ 1,001,595	1.96%	\$ 592,500	\$ 409,095	\$ 93,107,728	\$ 1,152,772
						<i>Approx. ROI</i>	<i>1.24%</i>
Alameda CTC TOTAL	\$ 594,817,714	\$ 5,515,117	1.85%	\$ 3,942,500	\$ 1,572,617	\$ 561,832,105	\$ 6,736,781

Notes:

- (1) All investments are marked to market on the financial statements at the end of the fiscal year per GASB 31 requirements.
- (2) See attachments for detail of investment holdings managed by Investment Advisor.
- (3) Project funds in deferred revenue are invested in LAIF with interest accruing back to the respective project.
- (4) Project funds in deferred revenue are invested in LAIF with the majority of interest accruing back to the respective projects.

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**Alameda County Transportation Commission
Portfolio Review for the Quarter Ending December 31, 2018**

Fixed Income Market Review and Outlook

The U.S. economy slowed slightly more than anticipated in the third quarter of 2018. Gross Domestic Product (GDP) expanded at a downwardly revised 3.4% annualized rate in the third quarter according to the Commerce Department's third reading of quarterly growth. While softer than the 4.2% reading in the second quarter, growth remains well above the Federal Reserve's projection of the economy's long-term potential growth rate, which is estimated by economists to be about 2%. Economic momentum appears to have slowed further in the fourth quarter and storm clouds have emerged on the horizon which have dampened market expectations for 2019. In particular, higher interest rates via tighter Fed policy, heightened geopolitical and trade tensions, slowing global growth, and fading fiscal stimulus from the 2017 Tax Cuts and Jobs Act have weighed on forward looking growth expectations.

Although the U.S. economy may be cooling, it is far from collapsing. Despite the sharp decline in the stock market, a government shutdown and unprecedented open criticism of the Fed from President Trump, current U.S. economic fundamentals remain supportive of growth. Notably, consumer spending appears to have been quite strong over the holiday season, job creation remains solid averaging a healthy 216K per month over the year, the unemployment rate remains historically low at 3.9%, wages are on the rise, and measures of core inflation remain at or near the Fed's 2.0% target. Against this backdrop, the Fed's decision to raise the Federal Funds rate by 25 basis points (0.25%) to a range of between 2.25% and 2.50% at its December 19th Federal Open Market Committee meeting was widely anticipated by market participants.

While the December rate increase was largely expected, the Fed's comment that "some further gradual increases are warranted" sparked a tidal wave of volatility in the financial markets. The Fed's seemingly hawkish tilt raised concerns that it is ignoring market signals indicating the U.S. economy is cooling to a point where additional rate hikes may jeopardize the second longest economic expansion in U.S. history. As a result, equity markets declined sharply over the quarter with the S&P 500 Index falling nearly 14% and interest rates moved considerably lower on flight-to-quality demand that pushed two and ten-year Treasury yields 50 basis points (0.50%) below their recent highs from early November.

The Fed's uneven track record of forecasting economic growth coupled with the lag in which monetary policy affects the economy and the uncertain consequences of the Fed's balance sheet normalization efforts have raised market concerns that a policy error may occur. If the Fed were to acknowledge the negative market sentiment at year end and convey a bit more policy flexibility in 2019, it may find the road a bit less bumpy as we commence the New Year.

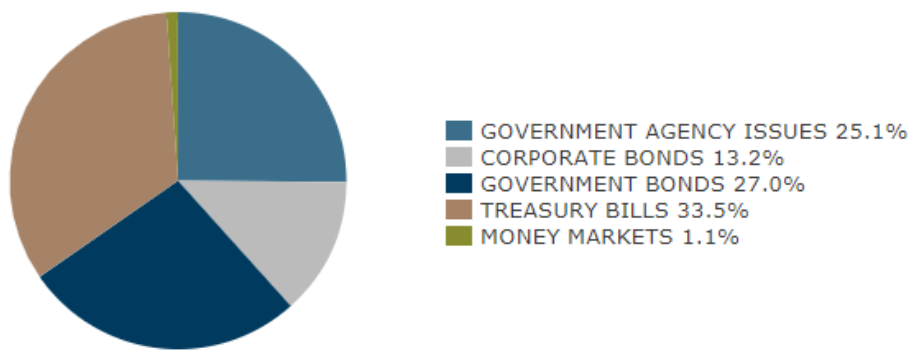
Investment Strategy Update

Alameda CTC is working with Public Trust Advisors (PTA) to develop and implement a long-term investment strategy tailored to the specific cashflow and liquidity needs of the 1986 Measure B portfolio, the 2000 Measure B portfolio, and the 2014 Measure BB portfolio (collectively, the Portfolio). This

approach separately considers each fund’s unique cashflow requirements and separates the portfolio into that portion requiring cashflow matching for anticipated capital projects and that portion that is available for longer term investment. This customized approach is expected to improve the safety, liquidity, and yield of the Portfolio due to the improved asset-liability matching and longer maturity profile. Based upon a review of current portfolio holdings and the trades that would be required to rebalance the Portfolios to their customized long-term strategy, it has been determined to be in Alameda CTC’s best interest to phase in the implementation of the long-term investment strategies over the course of calendar year 2019 rather than immediately.

Portfolio Allocation

Provided below is a summary of the Alameda CTC consolidated portfolio as of the quarter ending December 31, 2018.



Compliance with Investment Policy Statement

As of the quarter ending December 31, 2018, the Alameda CTC portfolios were in compliance with the adopted investment policy statement.

Budget Impact

The Portfolios’ performance is reported on a total return basis. This method includes the coupon interest, amortization of discounts and premiums, capital gains and losses and price changes (i.e., unrealized gains and losses) but does not include the deduction of management fees. Portfolio performance for the quarter ending December 31, 2018 is summarized in the table below. Given the decision to phase in the implementation of the longer-term strategy over the course of calendar year 2019, the reporting of benchmark performance and yield to maturity on the non-bond funds will not align well with the portfolio as it exists today. However, the benchmark established to compare performance will align better with the target investment strategy when it is fully implemented and will provide more appropriate and meaningful performance comparisons at that time.

Portfolio & Benchmark Total Return ¹

1986 Measure B Portfolio	2000 Measure B Portfolio	2014 Measure BB Portfolio
Portfolio Return: 0.76%	Portfolio Return: 0.66%	Portfolio Return: 0.69%
Benchmark Return: 1.08%	Benchmark Return: 0.78%	Benchmark Return: 0.61%

¹ Note: Past performance is not an indication of future results. Performance is presented prior to the deduction of investment management fees.

1986 Measure B benchmark is the BofAML 0-3 Year US Treasury Index.

2000 Measure B benchmark is the BofAML 1-Year US Treasury Index.

2014 Measure BB benchmark is the ML 6mo. Treasury Index.

As noted above, because of the transition to a new investment strategy the current Portfolios are not yet aligned well with the existing benchmarks. As a result, Portfolio performance is expected to exhibit greater variances from the benchmarks, depending upon market conditions, until such time as the investment strategy is fully implemented. Over the quarter, longer-term interest rates declined materially, and longer-term portfolios generated higher total returns. The Portfolios currently hold shorter-term securities than the existing benchmarks to provide the liquidity needed to facilitate the transition to the new investment strategy.

The Portfolio’s yield to maturity, representing the return the Portfolio will earn in the future if all securities are held to maturity, is also reported. This calculation is based on the current market value of the Portfolio including unrealized gains and losses. Portfolio yield to maturity for the quarter ending December 31, 2018 is summarized below:

Portfolio & Benchmark Yield to Maturity

1986 Measure B Portfolio	2000 Measure B Portfolio	2014 Measure BB Portfolio
Portfolio YTM: 2.33%	Portfolio YTM: 2.18%	Portfolio YTM: 2.31%
Benchmark YTM: 2.53%	Benchmark YTM: 2.62%	Benchmark YTM: 2.47%

As part of the transition of the Portfolio to a new investment strategy, a greater allocation of shorter-term securities is necessary in to provide the required liquidity. This has the effect of temporarily weighing down the weighted average Portfolio yield.

Bond Portfolios

The Bond portfolios, including the Interest and Principal Funds, remain invested in permitted high grade fixed income securities with maturity dates matched to appropriate debt service payment dates. As of December 31, 2018, weighted average maturity for both the Interest Fund and Principal Fund was 0.14 years.

One way to measure the anticipated return of the Bond portfolios is their *yield to maturity*. This is the return the portfolio will earn in the future if all securities are held to maturity. This calculation is based on the current market value of the portfolio. The yield to maturity for the Bond portfolios and comparable maturity U.S. Treasury securities as of the quarter ending December 31, 2018 are summarized below:

<i>Portfolio & Comparable Maturity U.S. Treasury Security Yield to Maturity</i>	
Interest Fund Portfolio	Principal Fund Portfolio
Portfolio YTM: 2.29%	Portfolio YTM: 2.34%
Comparable TSY YTM: 2.29%	Comparable TSY YTM: 2.29%

For the quarter ending December 31, 2018, the Alameda CTC Series 2014 Bonds Interest Fund and Principal Fund portfolios were invested in compliance with Section 5.11 of the Bond Indenture dated February 1, 2014.

Holdings By Security Type as of December 31, 2018
Alameda County Transportation Commission
1986 Measure B Portfolio



Issuer	CUSIP	Maturity	Quantity	Price	Market Value	Historical Cost	Amortized Cost	Book Yield	% of Total	S&P	Moody's
U.S. Treasury											
United States Treas Bills	912796UH0	01/08/19	36,165,000	99.963	36,151,438.13	36,094,602.92	36,149,038.20	2.27%	28.34%	AA+	P1
United States Treas Nts	912828B33	01/31/19	1,590,000	99.934	1,588,944.24	1,596,024.61	1,590,268.08	1.29%	1.25%	AA+	Aaa
United States Treas Nts	912828C24	02/28/19	1,950,000	99.857	1,947,209.55	1,962,796.88	1,951,000.66	1.18%	1.53%	AA+	Aaa
United States Treas Nts	912828SH4	02/28/19	1,500,000	99.837	1,497,561.00	1,501,933.59	1,500,159.80	1.31%	1.17%	AA+	Aaa
United States Treas Nts	912828SN1	03/31/19	5,000,000	99.774	4,988,710.00	5,014,453.15	5,001,715.91	1.36%	3.91%	AA+	Aaa
United States Treas Nts	912828D23	04/30/19	4,000,000	99.719	3,988,752.00	3,974,843.76	3,991,668.20	2.27%	3.13%	AA+	Aaa
United States Treas Nts	912828ST8	04/30/19	3,500,000	99.590	3,485,643.00	3,496,308.59	3,499,378.22	1.30%	2.73%	AA+	Aaa
United States Treas Nts	912828XV7	06/30/19	4,000,000	99.375	3,975,000.00	3,992,656.24	3,998,046.63	1.35%	3.12%	AA+	Aaa
United States Treas Nts	912828LJ7	08/15/19	3,000,000	100.633	3,018,984.00	3,138,398.43	3,042,996.13	1.29%	2.37%	AA+	Aaa
United States Treas Nts	912828ND8	05/15/20	5,000,000	101.246	5,062,305.00	5,089,257.80	5,065,285.13	2.52%	3.97%	AA+	Aaa
United States Treas Nts	912828NT3	08/15/20	1,500,000	100.141	1,502,109.00	1,539,667.97	1,522,960.62	1.66%	1.18%	AA+	Aaa
United States Treas Nts	912828VZ0	09/30/20	1,000,000	99.113	991,133.00	990,820.31	993,779.73	2.37%	0.78%	AA+	Aaa
United States Treas Nts	912828A42	11/30/20	5,000,000	99.074	4,953,710.00	4,926,757.80	4,943,977.48	2.60%	3.88%	AA+	Aaa
United States Treas Nts	9128284P2	05/15/21	4,000,000	100.320	4,012,812.00	3,997,031.24	3,997,616.67	2.65%	3.15%	AA+	Aaa
Totals:			77,205,000		77,164,310.92	77,315,553.29	77,247,891.44	2.06%	60.50%		
Government Agency Issues											
Federal Home Loan Mtg Corp	3137EADZ9	04/15/19	4,000,000	99.627	3,985,088.00	3,957,480.00	3,987,160.72	2.26%	3.12%	AA+	Aaa
Federal Home Loan Banks	3130ABF92	05/28/19	4,000,000	99.512	3,980,496.00	3,998,360.00	3,999,671.40	1.40%	3.12%	AA+	Aaa
Federal Home Loan Mtg Corp	3137EAEB1	07/19/19	2,000,000	99.046	1,980,922.00	1,978,200.00	1,994,215.09	1.41%	1.55%	AA+	Aaa
Federal Home Loan Banks	3130A9EP2	09/26/19	4,000,000	98.791	3,951,632.00	3,965,240.00	3,987,799.50	1.42%	3.10%	AA+	Aaa
Federal Home Loan Banks	3130AE6V7	05/07/20	5,200,000	99.965	5,198,154.00	5,196,152.00	5,197,201.63	2.57%	4.08%	AA+	Aaa
Federal Home Loan Banks	3130AECJ7	05/28/20	5,000,000	100.144	5,007,215.00	5,005,300.00	5,003,732.77	2.57%	3.93%	AA+	Aaa
Federal Home Loan Banks	3130ACE26	09/28/20	1,400,000	97.978	1,371,692.00	1,364,860.00	1,375,508.23	2.41%	1.08%	AA+	Aaa
Federal Home Loan Mtg Corp	3137EAEJ4	09/29/20	2,000,000	98.435	1,968,690.00	1,993,156.00	1,995,913.45	1.74%	1.54%	AA+	Aaa
Federal Natl Mtg Assn	3135G0H55	12/28/20	1,000,000	98.720	987,198.00	995,700.00	997,139.06	2.02%	0.77%	AA+	Aaa
Totals:			28,600,000		28,431,087.00	28,454,448.00	28,538,341.85	2.04%	22.29%		

Holdings By Security Type as of December 31, 2018
Alameda County Transportation Commission
1986 Measure B Portfolio



Issuer	CUSIP	Maturity	Quantity	Price	Market Value	Historical Cost	Amortized Cost	Book Yield	% of Total	S&P	Moody's
Corporate Bonds											
Johnson & Johnson	478160BR4	03/01/19	1,000,000	99.737	997,367.00	996,390.00	999,712.89	1.30%	0.78%	AAA	Aaa
Bank New York MTN BE	06406HCR8	03/04/19	1,000,000	99.883	998,828.00	1,008,470.00	1,000,729.05	1.77%	0.78%	A	A1
Berkshire Hathaway Fin Corp	084664CG4	03/15/19	2,000,000	99.779	1,995,584.00	2,005,840.00	2,000,682.45	1.53%	1.56%	AA	Aa2
Intl Business Machines	459200JE2	05/17/19	2,000,000	99.577	1,991,542.00	2,009,800.00	2,002,091.39	1.52%	1.56%	A	A1
Coca-Cola Co	191216BV1	05/30/19	2,000,000	99.450	1,989,004.00	1,997,040.00	1,999,419.43	1.44%	1.56%	A+	A1
Bank New York MTN BE	06406HCW7	09/11/19	1,000,000	99.480	994,802.00	1,012,340.00	1,004,150.81	1.69%	0.78%	A	A1
Cisco Systems Inc	17275RBG6	09/20/19	1,000,000	99.103	991,029.00	995,950.00	998,606.68	1.60%	0.78%	AA-	A1
US Bank Assn Cincinnati OH MTN	90331HML4	10/28/19	2,000,000	99.294	1,985,870.00	2,016,400.00	2,006,200.43	1.74%	1.56%	AA-	A1
Apple Inc	037833CK4	02/07/20	2,000,000	99.132	1,982,634.00	1,993,200.00	1,996,453.69	2.06%	1.55%	AA+	Aa1
State Street Corp	857477AS2	08/18/20	2,000,000	99.160	1,983,208.00	2,003,300.00	2,001,801.19	2.49%	1.55%	A	A1
Home Depot Inc	437076AT9	09/15/20	2,000,000	101.632	2,032,636.00	2,056,240.00	2,039,000.57	2.77%	1.59%	A	A2
PepsiCo Inc	713448DC9	10/14/20	2,000,000	98.754	1,975,074.00	1,997,540.00	1,998,423.76	2.19%	1.55%	A+	A1
Berkshire Hathaway Fin Corp	084664BZ3	10/15/20	1,000,000	100.343	1,003,434.00	1,006,310.00	1,004,313.43	2.65%	0.79%	AA	Aa2
Microsoft Corp	594918BG8	11/03/20	1,000,000	98.886	988,864.00	996,730.00	997,882.48	2.12%	0.78%	AAA	Aaa
Totals:			22,000,000		21,909,876.00	22,095,550.00	22,049,468.24	1.94%	17.18%		
Cash & Equivalents											
Morgan Stanley Inst Liquidity Govt	61747C70S		42,678	1.000	42,677.57	42,677.57	42,677.57	1.77%	0.03%		
Cash	Cash		-	1.000	-	-	-	0.00%	0.00%		
			42,678		42,677.57	42,677.57	42,677.57	1.77%	0.03%		
Total Portfolio					127,847,677.57	127,547,951.49	127,908,228.86	2.04%	100%		

Holdings By Security Type as of December 31, 2018
Alameda County Transportation Commission
2000 Measure B Portfolio



Issuer	CUSIP	Maturity	Quantity	Price	Market Value	Historical Cost	Amortized Cost	Book Yield	% of Total	S&P	Moody's
U.S. Treasury											
United States Treas Bills	912796UH0	01/08/19	56,580,000	99.963	56,558,782.50	56,470,378.03	56,555,019.95	2.27%	42.53%	AA+	P1
United States Treas Nts	912828N63	01/15/19	3,000,000	99.959	2,998,764.00	2,994,257.82	2,999,844.64	1.26%	2.25%	AA+	Aaa
United States Treas Nts	912828C65	03/31/19	2,000,000	99.804	1,996,082.00	2,007,109.38	2,001,162.57	1.39%	1.50%	AA+	Aaa
United States Treas Nts	912828KQ2	05/15/19	1,000,000	100.223	1,002,227.00	1,027,734.38	1,006,311.51	1.40%	0.75%	AA+	Aaa
United States Treas Nts	912828WS5	06/30/19	3,000,000	99.547	2,986,407.00	2,983,007.82	2,994,028.65	2.03%	2.25%	AA+	Aaa
United States Treas Nts	912828LJ7	08/15/19	2,000,000	100.633	2,012,656.00	2,075,546.88	2,025,832.29	1.52%	1.51%	AA+	Aaa
United States Treas Nts	912828U73	12/15/19	3,500,000	98.809	3,458,301.00	3,469,511.71	3,485,484.53	1.82%	2.60%	AA+	Aaa
United States Treas Nts	912828G95	12/31/19	3,500,000	99.004	3,465,136.50	3,485,781.25	3,493,069.09	1.83%	2.61%	AA+	Aaa
United States Treas Nts	9128283S7	01/31/20	3,500,000	99.348	3,477,169.50	3,490,566.42	3,494,859.53	2.14%	2.61%	AA+	Aaa
United States Treas Nts	912828UV0	03/31/20	2,000,000	98.262	1,965,234.00	1,952,343.76	1,971,490.76	2.29%	1.48%	AA+	Aaa
United States Treas Nts	912828ND8	05/15/20	2,288,000	101.246	2,316,510.77	2,328,844.37	2,317,874.48	2.52%	1.74%	AA+	Aaa
United States Treas Nts	9128284Q0	05/31/20	3,500,000	99.910	3,496,857.00	3,499,316.42	3,499,518.44	2.51%	2.63%	AA+	Aaa
Totals:			85,868,000		85,734,127.27	85,784,398.24	85,844,496.45	2.16%	64.46%		
Government Agency Issues											
Federal Home Loan Bank Cons Disc N	313384AJ8	01/09/19	3,100,000	99.954	3,098,564.70	3,094,606.00	3,098,400.80	2.32%	2.33%		
Federal Natl Mtg Assn	3135G0H63	01/28/19	3,000,000	99.921	2,997,642.00	3,006,858.00	3,000,288.78	1.24%	2.25%	AA+	Aaa
Federal Natl Mtg Assn	3135G0ZA4	02/19/19	2,250,000	99.922	2,248,249.50	2,280,559.50	2,252,043.72	1.20%	1.69%	AA+	Aaa
Federal Home Loan Banks	313378QK0	03/08/19	3,000,000	99.896	2,996,865.00	3,026,550.00	3,003,080.49	1.31%	2.25%	AA+	Aaa
Federal Natl Mtg Assn	3135G0ZG1	09/12/19	3,000,000	99.389	2,981,655.00	3,009,648.00	3,003,559.55	1.58%	2.24%	AA+	Aaa
Federal Farm Credit Banks	3133EH2S1	12/12/19	3,500,000	99.223	3,472,794.50	3,498,950.00	3,499,502.19	1.89%	2.61%	AA+	Aaa
Federal Home Loan Banks	3130A0JR2	12/13/19	3,500,000	99.748	3,491,162.50	3,533,005.00	3,515,672.43	1.90%	2.63%	AA+	Aaa
Federal Home Loan Mtg Corp	3137EAEE5	01/17/20	3,000,000	98.878	2,966,349.00	2,958,420.00	2,976,954.23	2.25%	2.23%	AA+	Aaa
Federal Natl Mtg Assn	3135G0T29	02/28/20	3,000,000	98.862	2,965,854.00	2,953,842.00	2,973,213.56	2.28%	2.23%	AA+	Aaa
Federal Farm Credit Banks	3133EJHL6	03/27/20	4,000,000	99.815	3,992,600.00	3,999,920.00	3,999,950.53	2.38%	3.00%	AA+	Aaa
Federal Home Loan Banks	3130AECJ7	05/28/20	4,000,000	100.144	4,005,772.00	4,004,240.00	4,002,982.26	2.57%	3.01%	AA+	Aaa
Totals:			35,350,000		35,217,508.20	35,366,598.50	35,325,648.52	1.95%	26.48%		
Corporate Bonds											
PNC Bank NA Pittsburgh PA	69353RCH9	01/28/19	2,000,000	99.949	1,998,984.00	2,014,360.00	2,000,652.96	1.76%	1.50%	A	A2
PepsiCo Inc	713448DE5	02/22/19	1,500,000	99.803	1,497,042.00	1,502,295.00	1,500,162.57	1.42%	1.13%	A+	A1

Holdings By Security Type as of December 31, 2018

Alameda County Transportation Commission

2000 Measure B Portfolio



Issuer	CUSIP	Maturity	Quantity	Price	Market Value	Historical Cost	Amortized Cost	Book Yield	% of Total	S&P	Moody's
Cisco Systems Inc	17275RBG6	09/20/19	2,000,000	99.103	1,982,058.00	1,980,500.00	1,992,070.46	1.96%	1.49%	AA-	A1
Oracle Corp	68389XAX3	10/08/19	2,000,000	99.528	1,990,556.00	2,010,320.00	2,004,442.44	1.96%	1.50%	AA-	A1
BB&T Co Global Bank MTN	07330NAN5	01/15/20	2,500,000	98.955	2,473,882.50	2,494,450.00	2,497,186.08	2.21%	1.86%	A	A1
PepsiCo Inc	713448BN7	01/15/20	2,000,000	101.816	2,036,314.00	2,103,180.00	2,051,454.07	1.98%	1.53%	A+	A1
Totals:			12,000,000		11,978,836.50	12,105,105.00	12,045,968.58	1.91%	9.01%		
Cash & Equivalents											
Morgan Stanley Inst Liquidity Govt	61747C70S		65,810	1.000	65,810.42	65,810.42	65,810.42	1.77%	0.05%		
Cash	Cash		-	1.000	-	-	-	0.00%	0.00%		
			65,810		65,810.42	65,810.42	65,810.42	1.77%	0.05%		
Total Portfolio					133,283,810.42	132,996,282.39	133,321,912.16	2.08%	100%		

Holdings By Security Type as of December 31, 2018
Alameda County Transportation Commission
2014 Measure BB Portfolio



Issuer	CUSIP	Maturity	Quantity	Price	Market Value	Historical Cost	Amortized Cost	Book Yield	% of Total	S&P	Moody's
U.S. Treasury											
United States Treas Bills	912796UH0	01/08/19	27,110,000	99.963	27,099,833.75	27,059,380.10	27,098,001.78	2.28%	26.66%	AA+	P1
United States Treas Nts	912828P95	03/15/19	2,000,000	99.720	1,994,390.00	1,981,171.88	1,997,003.66	1.75%	1.96%	AA+	Aaa
United States Treas Nts	912828W97	03/31/19	2,000,000	99.715	1,994,290.00	1,986,953.12	1,997,553.16	1.75%	1.96%	AA+	Aaa
United States Treas Nts	912828WS5	06/30/19	2,000,000	99.547	1,990,938.00	1,995,312.50	1,998,505.72	1.78%	1.96%	AA+	Aaa
United States Treas Nts	912828XV7	06/30/19	2,000,000	99.375	1,987,500.00	1,983,984.38	1,994,894.68	1.77%	1.96%	AA+	Aaa
United States Treas Nts	9128283H1	11/30/19	2,650,000	99.215	2,629,192.20	2,622,982.43	2,633,670.19	2.44%	2.59%	AA+	Aaa
United States Treas Nts	912828G95	12/31/19	2,000,000	99.004	1,980,078.00	1,991,875.00	1,996,039.48	1.83%	1.95%	AA+	Aaa
United States Treas Nts	912828MP2	02/15/20	2,102,000	101.086	2,124,825.62	2,164,485.23	2,136,631.42	2.13%	2.09%	AA+	Aaa
United States Treas Nts	9128283Y4	02/29/20	3,000,000	99.598	2,987,931.00	2,998,710.93	2,999,205.87	2.27%	2.94%	AA+	Aaa
United States Treas Nts	9128284C1	03/31/20	4,000,000	99.590	3,983,592.00	3,998,281.24	3,998,912.33	2.27%	3.92%	AA+	Aaa
United States Treas Nts	912828X21	04/15/20	3,000,000	98.668	2,960,040.00	2,952,421.89	2,969,525.85	2.31%	2.91%	AA+	Aaa
United States Treas Nts	912828ND8	05/15/20	2,888,000	101.246	2,923,987.37	2,939,555.31	2,925,655.38	2.52%	2.88%	AA+	Aaa
Totals:			54,750,000		54,656,597.94	54,675,114.01	54,745,599.51	2.20%	53.78%		
Government Agency Issues											
Federal Home Loan Bank Cons Disc N	313384AJ8	01/09/19	2,060,000	99.954	2,059,046.22	2,056,415.60	2,058,937.30	2.32%	2.03%		
Federal Home Loan Banks	3130AAE46	01/16/19	2,000,000	99.950	1,998,996.00	1,988,320.00	1,999,548.91	1.80%	1.97%	AA+	Aaa
Federal Home Loan Banks	3130AAXX1	03/18/19	2,000,000	99.773	1,995,466.00	1,990,040.00	1,998,360.28	1.77%	1.96%	AA+	Aaa
Federal Home Loan Mtg Corp	3137EACA5	03/27/19	2,000,000	100.308	2,006,168.00	2,050,798.00	2,009,175.82	1.77%	1.97%	AA+	Aaa
Federal Natl Mtg Assn	3135G0ZE6	06/20/19	2,000,000	99.635	1,992,708.00	1,998,900.00	1,999,662.89	1.79%	1.96%	AA+	Aaa
Federal Farm Credit Banks	3133EH2S1	12/12/19	2,000,000	99.223	1,984,454.00	1,999,400.00	1,999,715.54	1.89%	1.95%	AA+	Aaa
Federal Home Loan Banks	3130A0JR2	12/13/19	2,000,000	99.748	1,994,950.00	2,018,860.00	2,008,955.67	1.90%	1.96%	AA+	Aaa
Federal Natl Mtg Assn	3135G0A78	01/21/20	2,523,000	99.005	2,497,888.58	2,499,258.57	2,510,217.30	2.11%	2.46%	AA+	Aaa
Federal Natl Mtg Assn	3135G0T29	02/28/20	2,000,000	98.862	1,977,236.00	1,969,074.00	1,982,052.70	2.29%	1.95%	AA+	Aaa
Federal Farm Credit Banks	3133EJHL6	03/27/20	2,000,000	99.815	1,996,300.00	1,999,960.00	1,999,975.26	2.38%	1.96%	AA+	Aaa
Federal Home Loan Banks	3130ADUJ9	03/30/20	3,000,000	99.782	2,993,466.00	3,001,359.00	3,000,859.54	2.35%	2.95%	AA+	Aaa

Holdings By Security Type as of December 31, 2018
 Alameda County Transportation Commission
 2014 Measure BB Portfolio



Issuer	CUSIP	Maturity	Quantity	Price	Market Value	Historical Cost	Amortized Cost	Book Yield	% of Total	S&P	Moody's
Federal Home Loan Mtg Corp	3137EAEF2	04/20/20	3,000,000	98.486	2,954,586.00	2,944,563.00	2,964,355.04	2.31%	2.91%	AA+	Aaa
Totals:			26,583,000		26,451,264.80	26,516,948.17	26,531,816.27	2.08%	26.02%		
Corporate Bonds											
Bristol-Myers Squibb Co	110122AV0	03/01/19	2,000,000	99.784	1,995,680.00	1,996,580.00	1,999,545.07	1.89%	1.96%	A+	A2
Berkshire Hathaway Fin Corp	084664CG4	03/15/19	1,000,000	99.779	997,792.00	994,390.00	998,795.89	2.31%	0.98%	AA	Aa2
Pfizer Inc	717081DU4	06/03/19	2,000,000	99.415	1,988,300.00	1,988,360.00	1,996,681.88	1.85%	1.96%	AA	A1
Target Corp	87612EBB1	06/26/19	2,000,000	99.677	1,993,548.00	2,013,820.00	2,004,347.20	1.85%	1.96%	A	A2
Microsoft Corp	594918BN3	08/08/19	1,000,000	99.005	990,045.00	984,390.00	992,950.12	2.29%	0.97%	AAA	Aaa
Bank New York MTN BE	06406HCW7	09/11/19	1,500,000	99.480	1,492,203.00	1,491,165.00	1,495,801.57	2.71%	1.47%	A	A1
Procter And Gamble Co	742718EG0	11/01/19	1,000,000	99.239	992,392.00	992,800.00	996,153.56	2.37%	0.98%	AA-	Aa3
PepsiCo Inc	713448BN7	01/15/20	2,000,000	101.816	2,036,314.00	2,103,180.00	2,051,454.07	1.98%	2.00%	A+	A1
Apple Inc	037833CK4	02/07/20	3,000,000	99.132	2,973,951.00	2,989,800.00	2,994,680.53	2.06%	2.93%	AA+	Aa1
Intel Corp	458140AZ3	05/11/20	1,000,000	98.775	987,746.00	985,900.00	990,784.83	2.54%	0.97%	A+	A1
Totals:			16,500,000		16,447,971.00	16,540,385.00	16,521,194.70	2.11%	16.18%		
Cash & Equivalents											
Morgan Stanley Inst Liquidity Govt	61747C70S		4,082,612	1.000	4,082,612.06	4,082,612.06	4,082,612.06	1.77%	4.02%		
Cash	Cash		-	1.000	-	-	-	0.00%	0.00%		
			4,082,612		4,082,612.06	4,082,612.06	4,082,612.06	1.77%	4.02%		
Total Portfolio			101,915,612.06		101,638,445.80	101,815,059.24	101,881,222.54	2.14%	100%		

Holdings By Security Type as of December 31, 2018
 Alameda County Transportation Commission
 2014 Interest Fund Portfolio



Issuer	CUSIP	Maturity	Quantity	Price	Market Value	Historical Cost	Amortized Cost	Book Yield	% of Total	S&P	Moody's
U.S. Treasury											
United States Treas Bills	912796QY8	02/21/19	1,380,000	99.672	1,375,472.22	1,369,875.51	1,375,473.42	2.33%	79.36%	AA+	P1
Totals:			1,380,000		1,375,472.22	1,369,875.51	1,375,473.42	2.33%	79.36%		
Government Agency Issues											
Federal Home Loan Mtg Corp Disc Nt	313396CJ0	02/26/19	355,000	99.633	353,698.22	352,952.04	353,695.38	2.37%	20.41%		
Totals:			355,000		353,698.22	352,952.04	353,695.38	2.37%	20.41%		
Cash & Equivalents											
Morgan Stanley Inst Liquidity Govt	61747C70S		3,940	1.000	3,939.50	3,939.50	3,939.50	1.77%	0.23%		
Totals:			3,940		3,939.50	3,939.50	3,939.50	1.77%	0.23%		
Total Portfolio			1,738,939.50		1,733,109.94	1,726,767.05	1,733,108.30	2.34%	100%		

Holdings By Security Type as of December 31, 2018
 Alameda County Transportation Commission
 2014 Principal Fund Portfolio



Issuer	CUSIP	Maturity	Quantity	Price	Market Value	Historical Cost	Amortized Cost	Book Yield	% of Total	S&P	Moody's
U.S. Treasury											
United States Treas Nts	912828KD1	02/15/19	3,751,000	100.042	3,752,590.42	3,766,873.44	3,753,555.86	2.19%	20.03%	AA+	Aaa
United States Treas Bills	912796QY8	02/21/19	7,563,000	99.672	7,538,185.80	7,504,030.36	7,538,489.66	2.31%	40.24%	AA+	P1
United States Treas Nts	912828C24	02/28/19	1,845,000	99.857	1,842,359.81	1,837,216.41	1,842,766.15	2.26%	9.83%	AA+	Aaa
Totals:			13,159,000		13,133,136.03	13,108,120.21	13,134,811.66	2.27%	70.10%		
Government Agency Issues											
Federal Natl Mtg Assn	3135G0ZA4	02/19/19	3,746,000	99.922	3,743,085.61	3,737,141.18	3,744,436.74	2.19%	19.98%	AA+	Aaa
Federal Home Loan Mtg Corp Disc Nt	313396CJ0	02/26/19	1,860,000	99.633	1,853,179.38	1,849,269.87	1,853,164.55	2.37%	9.89%		
Totals:			5,606,000		5,596,264.99	5,586,411.05	5,597,601.30	2.25%	29.87%		
Cash & Equivalents											
Morgan Stanley Inst Liquidity Govt	61747C70S		5,767	1.000	5,766.88	5,766.88	5,766.88	1.77%	0.03%		
			5,767		5,766.88	5,766.88	5,766.88	1.77%	0.03%		
Total Portfolio			18,770,766.88		18,735,167.90	18,700,298.14	18,738,179.84	2.26%	100%		

Holdings By Security Type as of December 31, 2018
 Alameda County Transportation Commission
 2014 Revenue Fund Portfolio



Issuer	CUSIP	Maturity	Quantity	Price	Market Value	Historical Cost	Amortized Cost	Book Yield	% of Total	S&P	Moody's
Cash & Equivalents											
Morgan Stanley Inst Liquidity Govt	61747C70S		818	1.000	818.17	818.17	818.17	1.77%	100.00%		
			818		818.17	818.17	818.17	1.77%	100.00%		
Total Portfolio			818		818.17	818.17	818.17	1.77%	100%		

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Memorandum

6.5

1111 Broadway, Suite 800, Oakland, CA 94607 • 510.208.7400 • www.AlamedaCTC.org

DATE: February 21, 2019

TO: Alameda County Transportation Commission

FROM: Patricia Reavey, Deputy Executive Director of Finance and Administration

SUBJECT: Alameda CTC FY2018-19 Second Quarter Consolidated Financial Report

Recommendation

It is recommended that the Commission approve the Alameda CTC FY2018-19 Second Quarter Consolidated Financial Report.

Summary

Alameda CTC's expenditures through December 31, 2018 are within year-to-date budget authority per the currently adopted budget. The agency remains in a strong financial position compared to budget through the second quarter of FY2018-19.

The attached FY2018-19 Second Quarter Financial Report has been prepared on a consolidated basis and is compared to the currently adopted budget on a year-to-date basis. This report provides a summary of FY2018-19 actual revenues and expenditures through December 31, 2018. Variances from the year-to-date budget are demonstrated as a percentage of the budget used by line item as well as stating either a favorable or unfavorable variance in dollars. Percentages over 100 percent indicate that actual revenue or expenditure items are more than 50 percent of the total annual budget through the second quarter of the fiscal year, and percentages under 100 percent indicate that actual revenue or expenditure items are less than 50 percent of the total annual budget through the second quarter of the fiscal year. As of December 31, 2018, Alameda CTC activity for the fiscal year results in a net increase in fund balance in the amount of \$63.4 million mostly due to sales tax revenues received this fiscal year, but have not yet been spent, primarily in the Measure BB Capital Projects and Special Revenue Funds.

Background

The following are highlights of actual revenues and expenditures compared to budget as of December 31, 2018 by major category:

Revenues

Sales tax revenues are over budget by \$23.4 million, or 15.4 percent, and investment income is over budget by \$1.4 million or 34.6 percent as interest rates have been on the rise. Toll and toll violation revenues are over budget by \$1.7 million which will help to fund the targeted maintenance and operational reserve goals established in the I-580 Express Lanes Expenditure Plan, and grant revenues are under budget by \$2.9 million mostly related to timing on capital projects. Grant revenues are recognized on a reimbursement basis and, therefore, correlated directly with related expenditures, so capital and other project expenditures also will be under budget.

Salaries and Benefits

Salaries and benefits are slightly under budget by \$0.2 million, or 5.0 percent, as of December 31, 2018.

Administration

Costs for overall administration are under budget by \$12.1 million, or 70.4 percent, mainly due to debt service costs which incurred costs for only one of the two semi-annual interest payments and no principal payment as of December 31, 2018. Principal payments are made annually on March 1. Debt service costs are required to be recorded when incurred per government accounting standards. Actual expenditures in the debt service fund will equal 100% of the budget by the end of the fiscal year.

I-580 Express Lanes Operations

The I-580 Express Lanes expenditures are under budget by \$3.2 million, or 57.4 percent, primarily related to a toll system upgrade special project accounted for in the budget which is not anticipated to begin until late in the fiscal year.

Planning

Planning expenditures are under budget by \$0.2 million, or 22.2 percent mostly related to delays in contracting and funding agreements which resulted in some work being delayed and invoices coming in later than anticipated.

Programs

Program expenditures are over budget by \$0.8 million, or 0.8 percent, predominantly due to direct local distributions (DLD) of sales tax revenues. The DLDs have a direct correlation with sales tax revenues; therefore, since sales tax revenues are over budget, similarly DLD expenditures are also over budget.

Capital Projects

Capital Projects expenditures are under budget by \$91.7 million, or 72.5 percent. This variance is mainly related to delays on certain capital projects and delays in billing for recently executed funding agreements with sponsor agencies. In addition project construction work typically varies by season with less activity in the winter months, however,

activity is expected to increase in the coming months with related expenditures anticipated to be higher in the second half of the fiscal year. There are currently no real budget issues on capital projects.

Limitations Calculations

Staff has completed the limitation calculations required for both 2000 Measure B and 2014 Measure BB related to salary and benefits and administration costs, and Alameda CTC is in compliance with all limitation requirements.

Fiscal Impact: There is no fiscal impact associated with the approval of this item.

Attachment:

- A. Alameda CTC Consolidated Revenues/Expenditures as of December 31, 2018

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ALAMEDA COUNTY TRANSPORTATION COMMISSION
Consolidated Revenues/Expenditures
December 31, 2018

6.5A

	<u>Total Consolidated</u>			<u>Favorable</u>
	<u>YTD</u>	<u>YTD</u>	<u>% Used</u>	<u>(Unfavorable)</u>
	<u>Actuals</u>	<u>Budget</u>		
REVENUES				
Sales Tax Revenue	\$ 175,404,885	\$ 152,000,001	115.40	\$ 23,404,884
Investment Income	5,305,994	3,942,500	134.58	1,363,494
Member Agency Fees	718,333	697,410	103.00	20,923
VERF Funds	6,481,092	6,000,000	108.02	481,092
Toll Revenues	7,220,839	5,900,000	122.39	1,320,839
Toll Violation Revenues	1,451,901	1,050,000	138.28	401,901
Other Revenues	1,065	-	-	1,065
Regional/State/Federal Grants	2,978,662	6,692,111	44.51	(3,713,449)
Local and Other Grants	5,586,693	4,723,756	118.27	862,937
Total Revenues	\$ 205,149,464	\$ 181,005,778		\$ 24,143,686
EXPENDITURES				
<u>Administration</u>				
Salaries and Benefits ⁽¹⁾	1,318,089	1,124,159	117.25	(193,930)
General Office Expenses	705,229	858,686	82.13	153,457
Travel Expense	18,512	22,500	82.28	3,988
Debt Service ⁽²⁾	2,136,225	13,236,225	16.14	11,100,000
Professional Services	825,399	1,718,959	48.02	893,560
Commission and Community Support	90,510	126,377	71.62	35,867
Contingency	-	100,000	-	100,000
Subtotal	5,093,964	17,186,906		12,092,942
<u>I-580 Operations</u>				
Salaries and Benefits ⁽¹⁾	161,506	194,108	83.20	32,602
Operating Expenditures	2,232,387	5,420,000	41.19	3,187,613
Subtotal	2,393,893	5,614,108		3,220,215
<u>Planning</u>				
Salaries and Benefits ⁽¹⁾	339,244	390,772	86.81	51,528
Transportation Planning	384,062	472,306	81.32	88,244
Other Planning Projects	-	66,398	-	66,398
Subtotal	723,306	929,476		206,170
<u>Programs</u>				
Salaries and Benefits ⁽¹⁾	726,170	818,576	88.71	92,406
Programs Management and Support	303,714	1,343,075	22.61	1,039,361
Safe Routes to School Program	242,604	1,125,702	21.55	883,098
VERF Programming	4,300,496	5,970,000	72.04	1,669,504
Measure B/BB Direct Local Distribution	90,645,479	78,541,585	115.41	(12,103,894)
Grant Awards	1,178,228	6,437,523	18.30	5,259,295
TFCFA Programming	214,448	1,393,143	15.39	1,178,695
CMA TIP Programming	1,074,021	2,255,051	47.63	1,181,030
Subtotal	98,685,160	97,884,655		(800,505)
<u>Capital Projects</u>				
Salaries and Benefits ⁽¹⁾	478,479	654,526	73.10	176,047
Capital Project Expenditures	34,370,812	125,866,544	27.31	91,495,732
Subtotal	34,849,291	126,521,070		91,671,779
Total Expenditures	\$ 141,745,614	\$ 248,136,215		\$ 106,390,601
Net revenue over / (under) expenditures	\$ 63,403,850	\$ (67,130,437)		

(1) Salaries and benefits are under budget by \$158,645 or 5.0% as of December 31, 2018

(2) Debt service costs are required to be recorded when incurred per government accounting standards and will equal budget by year end.

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Memorandum

6.6

1111 Broadway, Suite 800, Oakland, CA 94607 • 510.208.7400 • www.AlamedaCTC.org

DATE: February 21, 2019

TO: Alameda County Transportation Commission

FROM: Jesse Peoples, Associate Transportation Engineer
Liz Rutman, Director of Express Lanes Implementation and Operations

SUBJECT: I-580 Express Lanes (PN 1373.002): Monthly Operation Update

Recommendation

This item is to provide the Commission with an update on the operation of the I-580 Express Lanes. This item is for information only.

Summary

The Alameda CTC is the project sponsor of the I-580 Express Lanes, located in the Tri-Valley corridor through the cities of Dublin, Pleasanton, and Livermore, which opened to traffic on February 19th and 22nd of 2016. See Attachment A for express lane operation limits.

The December 2018 operations report indicates that the express lane facility continues to provide travel time savings and travel reliability throughout the day. Express lane users typically experienced higher speeds and lesser average lane densities than the general purpose lanes, resulting in a more comfortable drive and travel time savings for express lane users.

Background

The I-580 Express Lanes, extending from Hacienda Drive to Greenville Road in the eastbound direction and from Greenville Road to the I-680 Interchange in the westbound direction, were opened to traffic on February 19th and 22nd of 2016 in the eastbound and westbound directions, respectively. Motorists using the I-580 Express Lanes facility benefit from travel time savings and travel reliability as the express lanes optimize the corridor capacity by providing a new choice to drivers. Single occupancy vehicles (SOVs) may choose to pay a toll and travel within the express lanes, while carpools, clean-air vehicles, motorcycles, and transit vehicles enjoy the benefits of toll-free travel in the express lanes.

An All Electronic Toll (AET) collection method has been employed to collect tolls. Toll rates are calculated based on real-time traffic conditions (speed and volume) in express and

general purpose lanes and can change as frequently as every three minutes. California Highway Patrol (CHP) officers provide enforcement services and the California Department of Transportation (Caltrans) provides roadway maintenance services through reimbursable service agreements.

December 2018 Operations Update:

Over 652,000 express lane trips were recorded during operational hours in December, an average of approximately 32,600 daily trips. Table 1 presents the breakdown of trips based on toll classification and direction of travel. Pursuant to the Commission-adopted "Ordinance for Administration of Tolls and Enforcement of Toll Violations for the I-580 Express Lanes," if a vehicle uses the express lanes without a valid FasTrak® toll tag then the license plate read by the Electronic Tolling System is used to assess a toll either by means of an existing FasTrak account to which the license plate is registered or by issuing a notice of toll evasion violation to the registered vehicle owner. Approximately 65 percent of all trips by users without a toll tag are assessed tolls via FasTrak account.

Table 1. Express Lane Trips by Type and Direction

Trip Classification		Percent of Trips ¹
		December
By Type	HOV-eligible with FasTrak flex tag	47%
	SOV with FasTrak standard or flex tag	33%
	No valid toll tag in vehicle	20%
By Direction	Westbound	45%
	Eastbound	55%

1. Excludes "trips" by users that had no toll tag and either no license plate or one that could not be read by the Electronic Tolling System with sufficient accuracy that a toll could be assessed.

Express lane users typically experience higher speeds and lesser lane densities than the general purpose lanes. Lane density is measured by the number of vehicles per mile per lane and reported as Level of Service (LOS). LOS is a measure of freeway performance based on vehicle maneuverability and driver comfort levels, graded on a scale of A (best) through F (worst).

Attachment B presents the speed and density heat maps for the I-580 corridor during revenue hours for the six-month period from July 2018 – December 2018. These heat maps are a graphical representation of the overall condition of the corridor, showing the average speeds and densities along the express lane corridor and throughout the day for both the express and general purpose lanes, and are used to evaluate whether the express lane is meeting both federal and state performance standards. During these six months, the average speeds at each traffic sensor location in the westbound express lane ranged from 50 to over 70 mph during the morning commute hours (5 am to 11 am) with the lower speeds occurring between Isabel Avenue and Santa Rita Road. The express lane operated at LOS C or better at most times, with a 60-minute period of LOS D

experienced near Fallon Road and a 30-minute period of LOS D experienced near Isabel Avenue in the morning commutes. By comparison, the general purpose lanes experienced average speeds as low as 40 mph and LOS D throughout longer sections of the corridor. During the evening commute, a small period of westbound reverse-commute congestion between Hacienda Road and San Ramon Road is observed from 4 pm to 6 pm, though the express lane continued to operate at LOS B or better during this time. Outside of the commute hours, westbound express lane users experience average speeds of 65 mph or higher and average LOS A.

In the eastbound direction, average express lane speeds from July 2018 through December 2018 ranged from 20 to 70 mph during the evening commute hours (2 pm – 7 pm) with the lowest speeds occurring at the eastern terminus of the express lanes, between Vasco Road and Greenville Road. Average express lane speeds throughout the rest of the day exceeded 65 mph. Most of the express lane corridor operates at LOS C or better during the evening commute hours, with limited sections of degraded LOS at the western end of the express lanes between 3 pm and 5:30 pm and at the eastern terminus between 3 pm and 7 pm. The express lanes averaged LOS B or better throughout the rest of the day in all locations. By comparison, the general purpose lanes experienced lower speeds and degraded levels of services for longer periods of time than the express lanes during the evening commute hours.

Table 2 presents the maximum posted toll rates to travel the entire corridor in each direction in December 2018, along with the average toll assessed to toll-paying users.

Table 2. Toll Rate Data

Month	Direction	Maximum Posted Toll (Travel Entire Corridor)	Average Assessed ¹ Toll (All Toll Trips)
December	Westbound	\$13.00 (1 of 20 days)	\$2.25
	Eastbound	\$12.00 (15 of 20 days)	\$3.60

¹ Assessed toll is the toll rate applied to non-toll-free trips and reflects potential revenue generated by the trip. Not all potential revenue results in actual revenue received.

Through December of Fiscal Year 2018-19, the I-580 Express Lanes recorded almost 4.4 million total trips. Total gross revenues received include \$7.2 million in toll revenues and \$1.5 million in violation fees and penalties; the pro-rated forecast operating budget is \$2.8 million.

Fiscal Impact: There is no fiscal impact associated with the requested action.

Attachments:

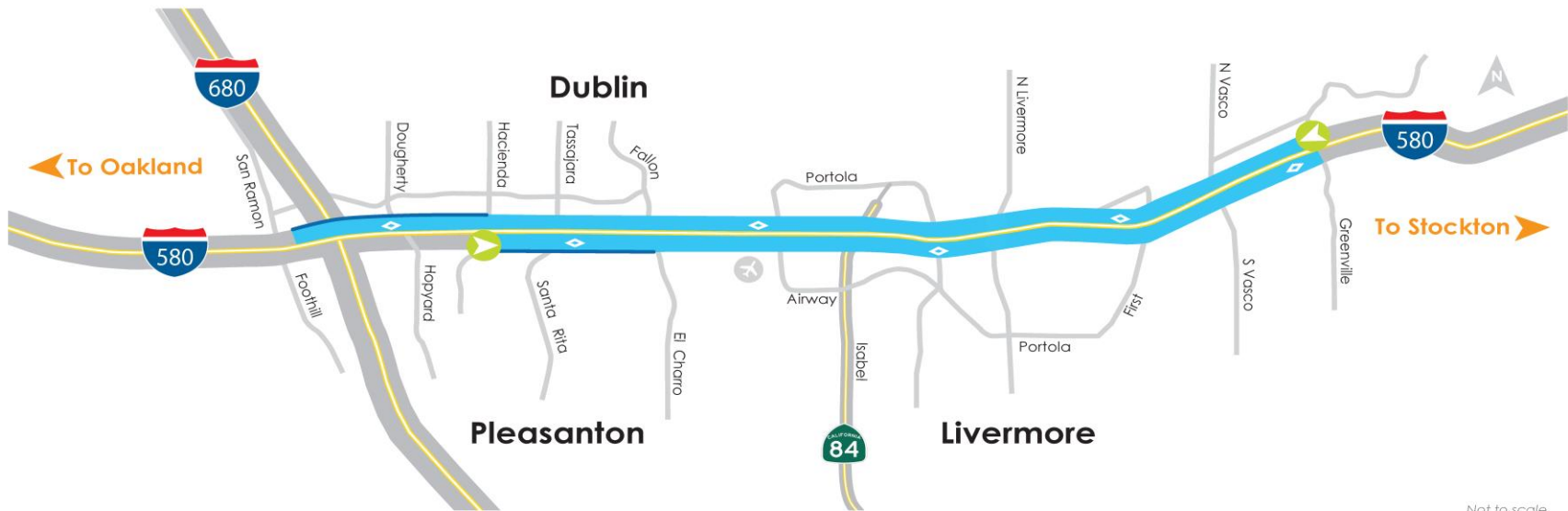
- A. I-580 Express Lanes Location Map
- B. I-580 Corridor Express Lanes Heat Maps July 2018 – December 2018

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I-580 Express Lanes Location Map

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Not to scale



Two Eastbound Express Lanes

Lanes begin at Hacienda

No entry/exit from eastbound express lanes from Hacienda to Fallon / El Charro.

Please note: For access to Santa Rita Road, do not enter express lanes.



One Westbound Express Lane

Lane begins at Greenville

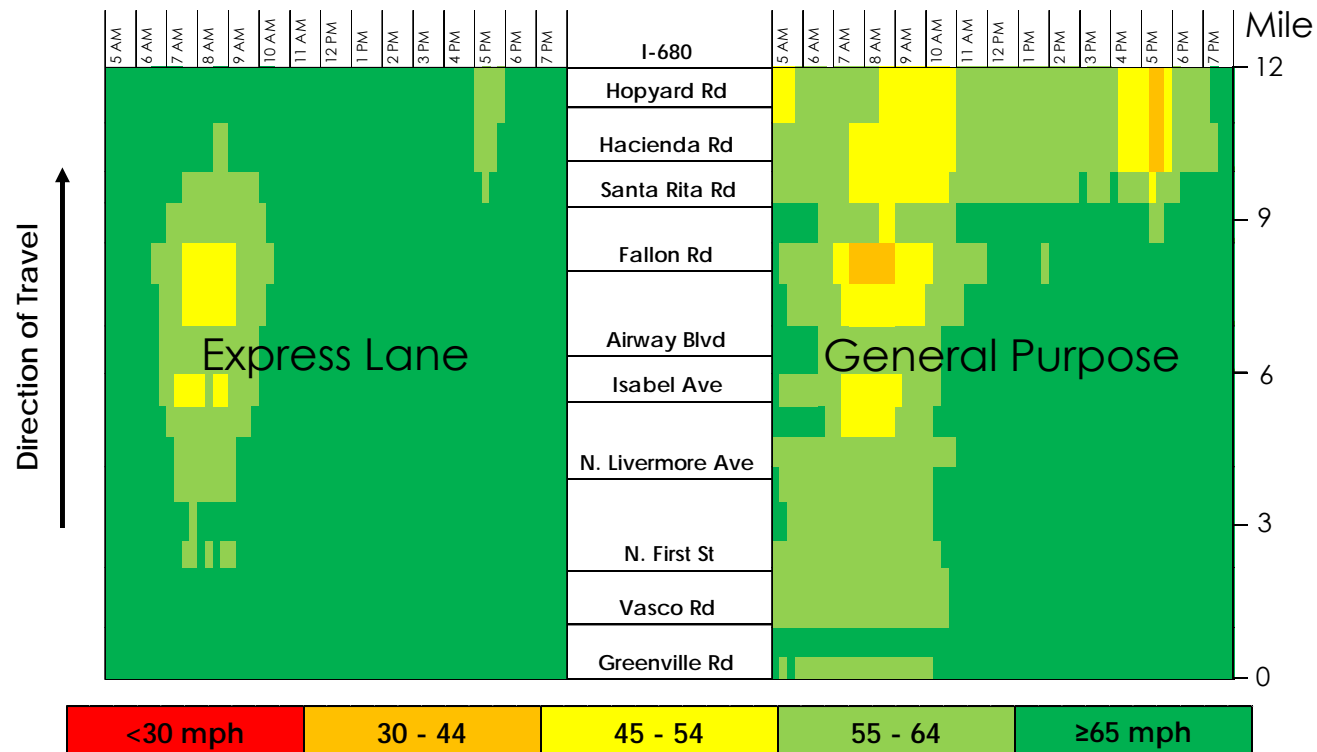
No entry/exit from westbound express lane from Hacienda to end.

Please note: For access to I-680 or Dougherty, exit express lane before Hacienda.

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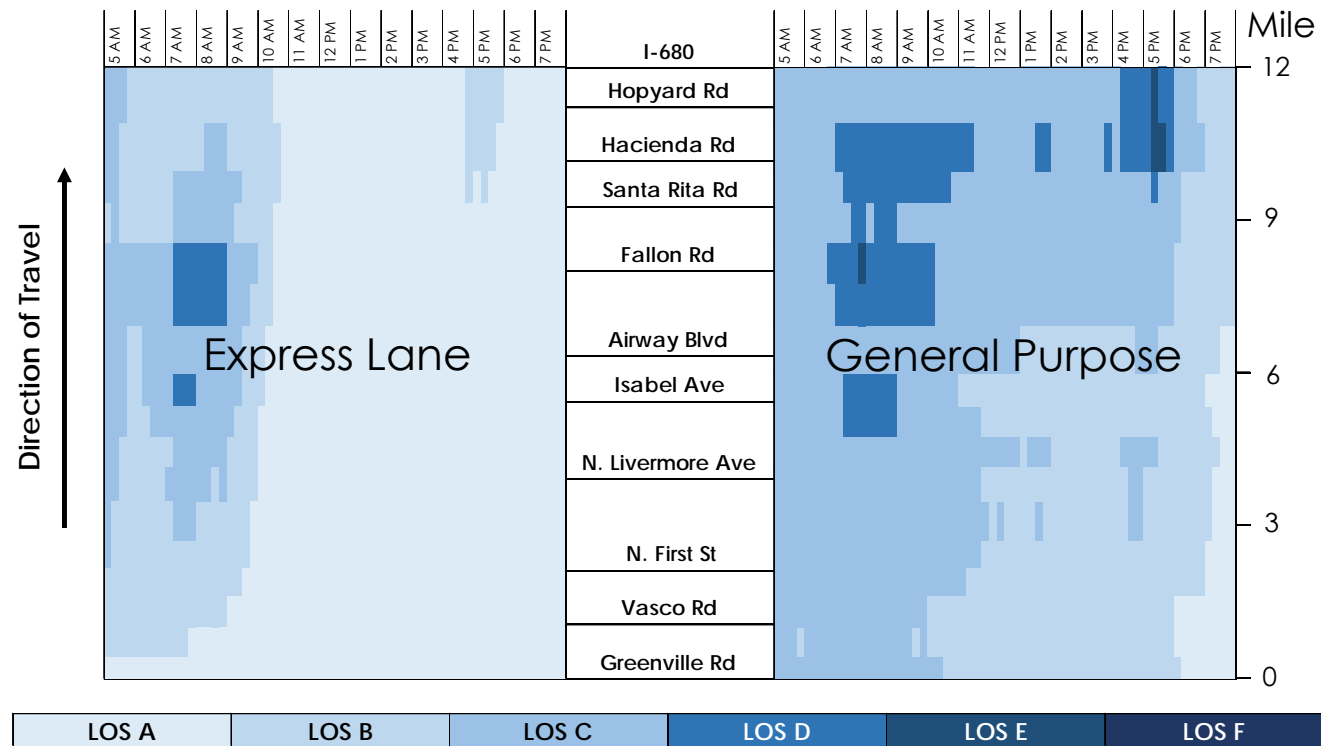
Westbound I-580 Corridor Speed Heat Maps

Monday-Friday, July 2018 – December 2018



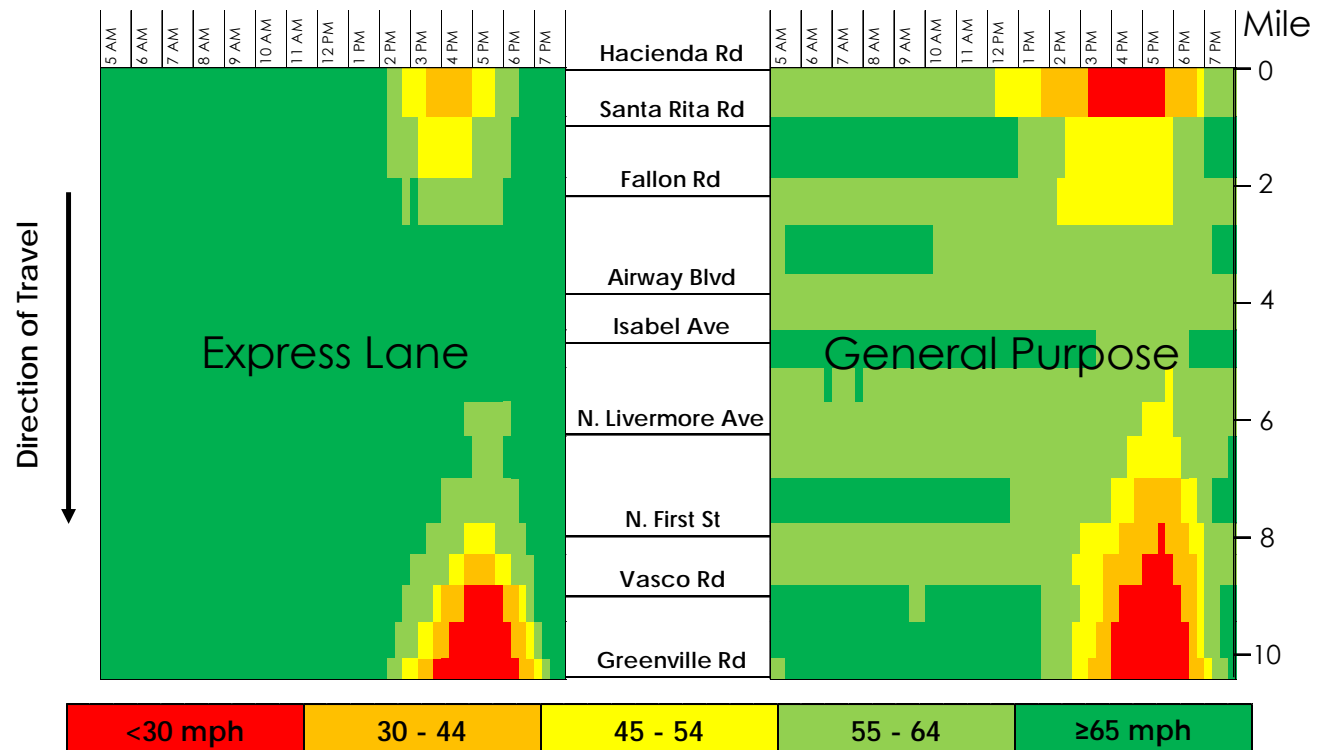
Westbound I-580 Corridor Density Heat Maps

Monday-Friday, July 2018 – December 2018



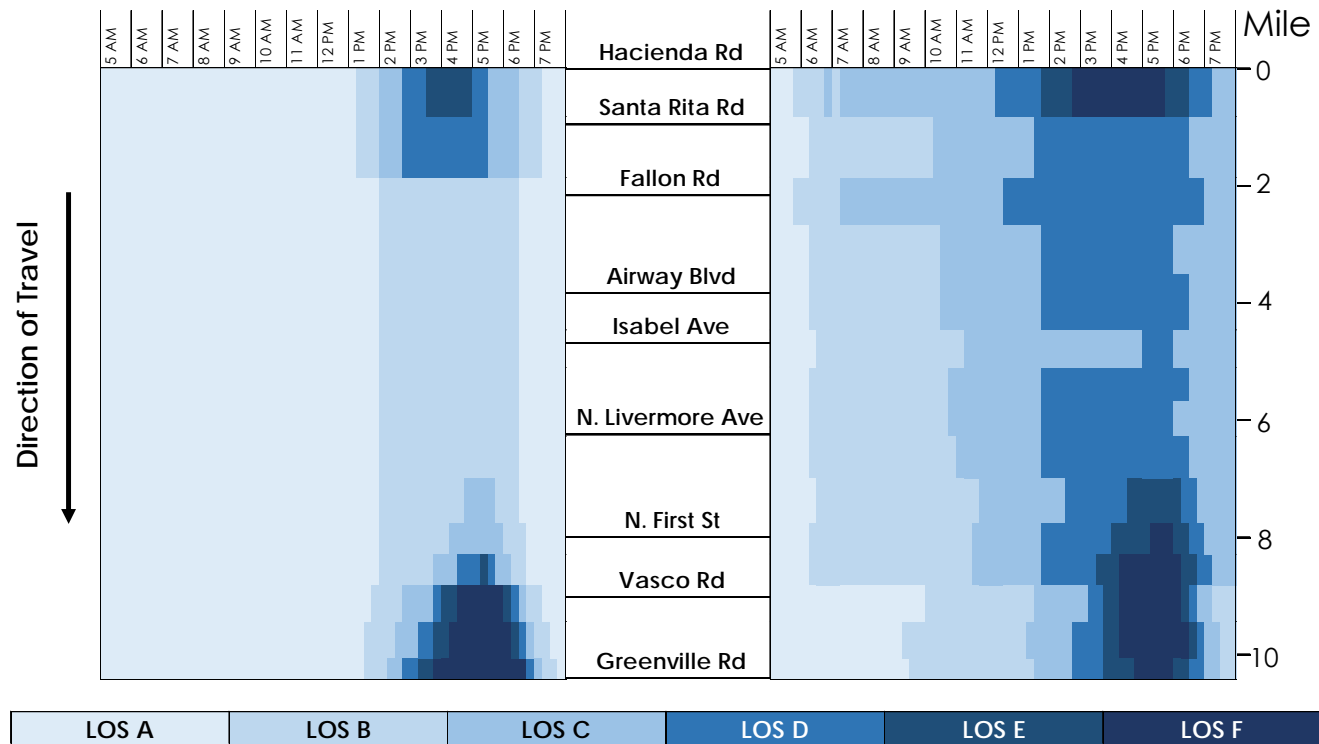
Eastbound I-580 Corridor Speed Heat Maps

Monday-Friday, July 2018 – December 2018



Eastbound I-580 Corridor Density Heat Maps

Monday-Friday, July 2018 – December 2018





DATE: February 21, 2019

TO: Alameda County Transportation Commission

FROM: Liz Rutman, Director of Express Lanes Implementation and Operations

SUBJECT: I-580 Tolling Overview

Recommendation

This item is to provide the Commission with an informational presentation on the I-580 Express Lanes tolling policies and operations. This item is for information only.

Summary

This is an informational item on the I-580 Express Lanes tolling policies and pricing procedures. Section 149.5 of California Streets and Highway Code authorizes Alameda CTC, the administrative agency of I-580 Express Lanes, to adopt a fee structure to manage traffic congestion. The Commission approved a set of Business Rules in January 2015, adopted the Ordinance for Administration of Tolls and Enforcement of Toll Violations for the I-580 Express Lanes in July 2015, and adopted a Toll Policy in September 2015. Toll rates are dynamically priced based on real-time traffic conditions to optimize the use of existing roadway capacity.

Background

The I-580 Express Lanes extend from Hacienda Drive to Greenville Road in the eastbound direction and from Greenville Road to San Ramon Road/Foothill Road in the westbound direction. An All Electronic Toll (AET) collection method has been employed to collect tolls by means of FasTrak® transponders and/or license plates.

Although California Streets and Highways Code section 149.5 authorized Alameda CTC to conduct, administer, and operate a value pricing high-occupancy vehicle program (Express Lane) on I-580, it was necessary for the Commission to adopt business rules, a toll ordinance, and tolling policies prior to opening the lanes to traffic in February 2016. The original I-580 Express Lanes Business Rules, adopted in February 2015, are provided in Attachment A. These business rules provided guidance for the facility and toll system design and encompassed the following major design concepts:

- Near continuous access
- Zone tolling
- Dynamic pricing
- Automated toll violation
- Trip building and toll collection
- Enforcement

In July 2015, the Commission adopted the Ordinance for Administration of Tolls and Enforcement of Toll Violations for the I-580 Express Lanes (Attachment B). The ordinance establishes the administrative procedures and penalties to ensure that motorists who evade the payment of tolls while travelling in the I-580 Express Lanes shall be subject to civil penalties, while ensuring fairness in the treatment of violators. A majority of the ordinance is dictated by applicable State law in conjunction with the procedures of the Bay Area Toll Authority (BATA), which manages the FasTrak accounts and implements the automated tolling violation mechanism.

In September 2015, the Commission adopted a Toll Policy that established tolling parameters as shown in the table below.

Item	Setting	Policy
Minimum toll rate	\$0.30*	<ul style="list-style-type: none"> • Implement within the hours of operation
Maximum toll rate	<ul style="list-style-type: none"> • No Maximum • Cap the maximum initial dynamic pricing at \$15 	<ul style="list-style-type: none"> • Implement within hours of operation to optimize corridor capacity, without degrading the operation of HOV and GP Lanes • Authorize the Executive Director to adjust the toll rate, within approved toll parameters to optimize corridor throughput, based on changing traffic conditions • Maintain incremental toll rate increases within a \$2 - \$5 range • Report back to Commission when toll rates are revised, within the approved Min/Max parameters
Toll Waiver/Reduction		<ul style="list-style-type: none"> • Authorize the Executive Director to plan and execute a toll waiver/reduction plan

*Increased to \$0.50 effective January 1, 2017 after evaluation of operating costs associated with processing tolls.

Hours of operation and occupancy requirements for toll-free travel are proposed by Alameda CTC but approved by the Managed Lane Committee, which is comprised of Caltrans, the Metropolitan Transportation Commission (MTC), and the California Highway Patrol (CHP). The I-580 Express Lanes operates Monday – Friday from 5:00 am to 8:00 pm. At inception, the facility was established as “HOV2+”, meaning all high-occupancy vehicles (HOVs) with two or more occupants, transit vehicles, and motorcycles are permitted toll-free use of the I-580 Express Lanes. In addition, clean-air-vehicles (CAVs) eligible to use HOV lanes per California law are currently permitted to use the I-580 Express Lanes for free.

Staff evaluate the I-580 Express Lanes periodically to assess if they are meeting federal and state performance requirements, as well as providing speed and level of services (LOS) benefits over the general purpose lanes. The Federal Highway Administration considers an express or HOV lane degraded if the average traffic speed during the morning or evening weekday peak commute hours is less than 45 miles per hour for more than 10 percent of the time over a consecutive 180 day period. Caltrans mandates that express lanes maintain LOS C or better, though small periods of LOS D are permitted. The heat maps for speed and LOS (measured as density) that staff have prepared for the monthly status updates reflect a portion of this evaluation.

Pricing is one tool used to help express lanes meet desired performance metrics. When demand for the express lane increases beyond the free flow capacity of the lane, speed will start to decrease and LOS degrades. The dynamic pricing algorithm used by the toll system evaluates the speeds and traffic volumes in the express and general purpose lanes every three minutes and adjusts the toll rates to achieve desired parameters, but may be constrained by preset parameters such as caps on the rate change from one time period to the next or limits on the minimum or maximum toll rates. To ensure the dynamic pricing algorithm does not escalate rates unchecked, staff implement a "soft cap" on the rates for each zone and for the entire corridor. This allows the dynamic pricing algorithm to calculate prices exceeding this cap but the system cannot charge users more than the capped amount. The maximum toll rates for the I-580 Express Lanes, which is the toll rate to travel the entire length of the corridor, are currently \$12.00 in the eastbound direction and \$13.00 in the westbound direction. When evaluation of the express lane performance shows sustained degradation over time, staff evaluates the toll rate caps and other dynamic pricing algorithm parameters and propose modifications to the Executive Director to improve performance of the express lanes.

Failure to meet federal, state, or owner-desired performance requirements may necessitate modifications to non-pricing policies, such as occupancy requirements and CAVs. Some Bay Area Express Lanes are evaluating requiring three occupants per vehicle for toll-free travel (HOV3+) while providing a partial discount toll rate to HOV2 users. All California toll operators are evaluating modifying their CAV policies to provide for a partial discount rather than toll-free travel. Either of these would necessitate that the Commission modify the current I-580 Toll Ordinance.

The I-580 Express Lanes toll system upgrade will commence in late 2019. Staff propose to condense the current 15 toll zones down to 9, allowing for a more manageable system that discourages weaving in and out of the express lanes and is operationally more consistent with other Bay Area toll systems. Attachment C shows the current and proposed toll zone maps. The presentation of this item will provide additional details regarding toll rates for the I-580 Express Lanes.

Fiscal Impact: There is no fiscal impact associated with the requested action.

Attachments:

- A. Business Rules (January 2015)

- B. Alameda CTC Ordinance for Administration of Tolls and Enforcement of Toll Violations for the I-580 Express Lanes
- C. I-580 Corridor Express Lane Toll Zone Maps

1 Permitted Vehicles

- | | |
|---|--|
| <p>1.1 Only vehicles with two axles, including motorcycles, are permitted to use the express lanes. [Federal Surface Transportation Assistance Act of 1982 §§167, CVC §§21654]</p> | <p>HOV/Express Lane: HOV and solo toll paying users will be allowed to use the lane.</p> |
| <p>1.2 Any vehicle carrying a trailer or towing another vehicle, and vehicles with more than two axles, are not permitted to use the express lanes. [CVC §§21654]</p> | <p>Violators may be cited by CHP for violating vehicle code.</p> |

2 Access

- | | |
|--|---|
| <p>2.1 Near continuous access</p> | <p>Continuous access for most part. Buffer separation will be provided where safety and/or traffic conflicts are anticipated.</p> |
|--|---|

3 Hours of Operation/Occupancy Requirement/HOV Degradation

- | | |
|---|---|
| <p>3.1 Hours of Operation</p> | <p>The I-580 express lane tolling hours of operation shall be concurrent with the HOV hours of operation. [Ref. California Streets & Highway code §§ 149.]. Current HOV hours could be extended by HOV Lane Committee</p> |
| <p>3.2 Occupancy Requirement</p> | <p>Current high occupancy requirement for the I-580 EL is two or more passengers (HOV 2+) in each permitted vehicle.</p> |
| <p>3.3 HOV Degradation</p> | <p>During morning and evening commute hours, or both, maintain 45 MPH or higher in HOV lane for 90% of the time.</p> <p>When HOV/Express Lane is degraded, the mode of operation will automatically switch to HOV Only.</p> <p>When "HOV Only" mode is displayed on a dynamic message sign it means that solo drivers shall not enter the HOV/express lane unless they are a motorcycle or clean air vehicles allowed in the HOV lane, as "HOV Eligible Vehicles" per current State laws. CHP may issue violation notices to the violators.</p> |

When the express lane is in HOV Only mode vehicles already in the express lanes that do not meet the occupancy requirement will be charged the locked-in rate for that segment.

4 Pricing/Tolling

- 4.1 **Dynamic Pricing** Congestion pricing, based on real-time congestion in the corridor (i.e. in GP & Express Lanes), be automatically updated every 3 minutes
- 4.2 **Zone tolling** Flat rate for travel within a zone.
- 4.3 **Min/Max** Subsequent to rate sensitivity analysis, in summer 2015, Commission will adopt Min./Max toll rates for toll operation
- 4.4 **Locked in rates** Customers will be locked-in to pay the toll rate displayed on the DMS at the time of their entrance into the express lane.

5 Trip Building/Toll Collection

- 5.1 **All electronic tolling (AET)** Automatic toll collection through electronic device. No toll plaza/toll gate OR reason to slow down. Toll gantries will be placed approximately at 3/4 mile intervals.
- 5.2 **Toll Trip Building** Based on transponder reads or license plate image capture at toll gantries

For enforcement purposes, all vehicles using the facility will be required to carry electronic toll devices (FasTrak or FasTrak flex). HOV users will not be charged tolls, if occupancy requirement is met.

Vehicles equipped with standard (legacy) transponders will be tolled at the SOV toll rate regardless of occupancy. As authorized by AB 1811, any HOV traveler will require to carry a device, switchable transponder (aka FasTrak flex) with the setting at "2" or "3" to receive toll waiver. HOV eligible travelers (decal vehicles, motorcycles, allowed in HOV lane for free) must carry a FasTrak flex transponder with the setting at "3."

FasTrak flex Transponder Trips with different switch settings within a single Trip will be assigned the lowest occupancy setting that is detected during that Trip.

Transit & vanpools (registered through Rideshare) that are not equipped with a non-revenue transponder must carry FasTrak flex Transponders and meet occupancy requirements to receive HOV discounts.

Vehicles with metallic windshields must use a bumper mounted transponder. Vehicles with metallic windshields cannot receive the HOV discount.

Rental cars: Tolls will be charged to the rental account. It is the responsibility of the customer to check with the rental agency and to make sure they are opted in to use the rental toll payment program. Customers in rental cars are not eligible for HOV travel on the express lanes unless occupancy requirements are met and a valid FasTrak flex transponder is mounted in the vehicle.

By license plate image capture review process, all vehicles without transponders will be charged the SOV toll (and violation penalties if applicable).

5.3 Authorized emergency vehicles (that properly displaying an exempt California license plate) are exempt from the requirement to pay a toll

The driver of the vehicle will decide whether the use of the toll facility will likely to improve the availability or response and arrival time of the authorized emergency vehicle and its delivery of essential public safety services. [Ref. CVC §23301.]

6 Enforcement

6.1 Toll Violation Enforcement (automated)

Commission will consider adopting Toll Ordinance to enact toll violation processing/penalties in its June and July 2015 meetings

A maximum toll penalty will be established by the Commission. Staff will seek approval in March 2015.

Drivers who incur a toll and do not have a registered account eligible for posting the Trip Transaction at the time of travel will be issued a Violation Notice.

All images captured in support of a Trip Transaction will be available at the TDC for trip building, to be used in support of violation notices and to resolve customer disputes received by customer service center

6.2 Occupancy Violation Enforcement (by CHP)

Occupancy requirement will be field verified by CHP officers

System enforcement tools, including beacon lights and access to web portal will be provided to the CHP to assist them in the enforcement effort.

After pulling a vehicle over, CHP will use a web portal to query the transponder ID and most recent occupancy switch positions to confirm whether customer declaration at the previous Toll Read Point is consistent with observed vehicle occupancy.

After issuing a citation, a CHP officer may use the web portal to e-mail [encrypted] transponder and other motorist engagement information for time-stamped court documentation with historical data.

CHP will also enforce lane crossing restrictions and other associated laws/rules regarding express lane operations.

7 Miscellaneous

7.1 Performance Monitoring

Alameda CTC express lane operators are responsible for monitoring and reporting the freeway performance, as required by State and Federal laws. The operators may also provide assistance to incident management when contacted by CHP or the Traffic Management Center.

7.2 Traffic control

All maintenance and traffic control activities will follow Caltrans lane closure guidelines, procedures, and permitting.

ALAMEDA COUNTY TRANSPORTATION COMMISSION

**ORDINANCE FOR ADMINISTRATION OF
TOLLS AND ENFORCEMENT OF TOLL VIOLATIONS
FOR THE I-580 EXPRESS LANES**

PREAMBLE

The Alameda County Transportation Commission (“Alameda CTC”) is authorized pursuant to California Streets and Highways Code section 149.5 to conduct, administer, and operate a value pricing high-occupancy vehicle program (“Express Lane”) on Interstate 580 (“I-580”) in Alameda County. As of the date of this Ordinance, the Alameda CTC is in the process of constructing two eastbound Express Lanes which shall operate on eastbound I-580 from Hacienda Drive to Greenville Road (“I-580 Eastbound Express Lanes”), and a westbound Express Lane which shall operate on westbound I-580 from Greenville Road to San Ramon Road / Foothill Road (“I-580 Westbound Express Lane”). The I-580 Eastbound Express Lanes and the I-580 Westbound Express Lane shall hereinafter be collectively referenced herein as the “I-580 Express Lanes.” Tolls on the I-580 Express Lanes shall be determined through a dynamic process pursuant to certain procedures and limitations adopted by the Alameda CTC, as may be modified from time to time.

While traveling in the I-580 Express Lanes, motorists are required to have a properly mounted transponder associated with a valid FasTrak® Account to facilitate vehicle occupancy validation and the toll collection process pursuant to California Vehicle Code (“Code”) section 23302 *et seq.*, and California Streets and Highways Code Section 194.5(b). Code Section 23302.5 provides that it is unlawful for a person to evade or attempt to evade the payment of tolls or other charges on any vehicular crossing or toll highway, and further provides that such acts are subject to civil penalties. Code Division 17, Chapter 1, Article 4, commencing with section 40250 (“Article 4”), provides for enforcement of civil penalties for violation of Code Section 23302.5 and any ordinance enacted by local authorities including joint powers authorities, pursuant to civil administrative procedures set forth in Article 4. This Ordinance establishes the administrative procedures and penalties, enacted pursuant to Article 4, to ensure that motorists who evade the payment of tolls while travelling on the I-580 Express Lanes shall be subject to civil penalties, while ensuring fairness in the treatment of violators.

Now, therefore, the governing body of the Alameda County Transportation Commission hereby ordains as follows:

ARTICLE I - GENERAL

Section 1. Title

This ordinance shall be known as the “I-580 Express Lanes Toll Enforcement Ordinance.”

Section 2. Definitions

In addition to the definitions set forth hereinabove, the following definitions shall apply throughout this Ordinance:

- (a) “BATA” means the Bay Area Toll Authority.
- (b) “Commission” means the governing body of the Alameda CTC.
- (c) “Delinquent Penalty” is the amount assessed when a Violation is deemed to be delinquent as set forth in **Section 5** of this Ordinance.
- (d) “Department” shall mean the California Department of Motor Vehicles.
- (e) “Due Date” shall mean the date specified in the Notice of Toll Evasion Violation and Notice of Delinquent Toll Evasion Violation by which payment of the Penalty or written explanation of contest must be received.
- (f) “FasTrak” or “FasTrak[®]” means the electronic toll collection system, managed by BATA in the San Francisco Bay Area, which allows Motorists to prepay tolls on the I-580 Express Lanes and other toll facilities in the Bay Area and elsewhere in California.
- (g) “FasTrak Account” shall mean an account established with any of the California toll operators to administer the payment of tolls.
- (h) “Motorist” shall mean the registered owner, rentee, lessee and/or driver of a Vehicle.
- (i) “Notice of Delinquent Toll Evasion Violation” shall mean the written notice provided to the registered owner of a Vehicle when a Penalty has not been timely received by Alameda CTC.
- (j) “Notice of Toll Evasion Violation” shall mean the written notice provided to the registered owner of a Vehicle which has committed a Violation.
- (k) “Penalty” shall mean the monetary amounts assessed to each toll Violation, including the unpaid Tolls, the Toll Evasion Penalty and the Delinquent Penalty, and constitutes a toll evasion penalty under Code section 40252.
- (l) “Processing Agency” shall mean Alameda CTC, or the contractor or vendor designated by Alameda CTC, as the party responsible for the processing of the notices of toll evasion.
- (m) “Repeat Violator” means any registered owner for whom more than five (5) Notices of Toll Evasion Violation have been issued in any calendar month within the preceding twelve (12) month period.

(n) “Switchable Transponder” or “FasTrak flex[®]” shall each mean a Transponder with a switch which allows Motorists to self-declare the number of vehicle occupants.

(o) “Terms and Conditions” shall mean the obligations of Alameda CTC and a FasTrak customer with regard to the usage and maintenance of a FasTrak Account as published by BATA or other applicable California toll operator from time to time.

(p) “Toll” shall mean the monetary charges for use of the I-580 Express Lanes as applicable at the time a Motorist enters either of the I-580 Express Lanes, as determined through the dynamic pricing system established by Alameda CTC.

(q) “Toll Evasion Penalty” is the amount assessed under **Section 5** of this Ordinance.

(r) “Transponder” shall mean a FasTrak electronic device issued by any of the California toll operators that meets the specifications of California Code of Regulations Title 21 and is used to pay tolls electronically.

(s) “Vehicle” shall mean any vehicle as defined in Code section 670.

(t) “Violation” shall mean the commission of any activity proscribed in **Sections 3** and **4** of this Ordinance.

Section 3. I-580 Express Lanes Usage Requirements

(a) While traveling in the I-580 Express Lanes, Motorists shall have a properly mounted transponder associated with a valid FasTrak Account to facilitate vehicle occupancy validation and the toll collection process. Motorists traveling in the I-580 Express Lanes with the minimum number of vehicle occupants to qualify for high occupancy lane use at that time must have a Switchable Transponder set to the required number of occupants or they will be charged the posted single occupancy Toll.

(1) I-580 Express Lanes users with a Switchable Transponder in the Vehicle traveling in the I-580 Express Lanes shall set the self-declaration switch to the actual number of vehicle occupants prior to travel.

(2) Motorists in single occupancy vehicles authorized pursuant to California law as eligible users of high occupancy vehicle lanes shall carry a Switchable Transponder and set the self-declaration to either the two or three position prior to entering the Express Lane.

(3) I-580 Express Lanes users without a Switchable Transponder in the Vehicle traveling in the I-580 Express Lanes will be charged the posted single occupancy Toll rate.

(4) Vehicle occupancy violations, including falsely self-declaring the vehicle occupancy, are subject to citation by the California Highway Patrol.

(b) The FasTrak Account associated with the Transponder contained in any Vehicle must have a balance sufficient to pay the charged Tolls each the time the Vehicle enters the I-580 Express Lanes.

(c) I-580 Express Lanes FasTrak accountholders shall adhere to the Terms and Conditions provided at the time of account opening as updated thereafter with notification to the accountholders.

Section 4. Liability for Failure to Pay Toll

(a) No person shall cause a Vehicle to enter the I-580 Express Lanes without payment of the Toll for the Vehicle by use of a Transponder, issued by Alameda CTC or any California toll agency, which is associated with a FasTrak Account containing a balance sufficient to pay those Tolls.

(b) Except as provided herein, the registered owner and the driver, rentee or lessee of a Vehicle which is the subject of any Violation shall be jointly and severally liable for any Penalty imposed under this Ordinance, unless the registered owner can demonstrate that the Vehicle was used without the express or implied consent of the registered owner. Anyone who pays any Penalty pursuant to this Ordinance shall have the right to recover the same from the driver, rentee or lessee, and not from the Alameda CTC or the Processing Agency.

(c) The driver, rentee or lessee of a Vehicle who is not the owner of the Vehicle may contest the Notice of Toll Evasion Violation in accordance with this Ordinance.

(d) Any Motorist assessed a Penalty for a Violation shall be deemed to be charged with a non-criminal, civil violation.

Section 5. Penalties and Processing of Violation(s)

(a) The Penalties for a Violation of this Ordinance shall be the amounts set forth in the Schedule of Penalties attached hereto as **Appendix A** and incorporated by reference herein. The Schedule of Penalties was adopted by the Commission on March 26, 2015, and may be amended by action of the Commission from time to time without the need to amend or reconsider this Ordinance, provided that such Penalties but may not be greater than the amounts established under Code section 40258 as the maximum Penalties for civil toll evasion violations. If the driver of any Vehicle is arrested pursuant to Article 1 (commencing with Section 40300) of Chapter 2 of the Code, the civil procedure for enforcement of violations established by this Ordinance shall not apply. Revenues received from the Penalties assessed pursuant to this subsection shall be returned to the Alameda CTC.

(b) If a Violation is detected by any means (including automated device, photograph, video image, visual observation, or otherwise), a Notice of Toll Evasion Violation shall be sent to the registered owner by first class mail at the address for the registered owner as shown on the record of the Department within twenty-one (21) days of the Violation. In the case of joint ownership, the Notice of Toll Evasion Violation shall be issued to the first name appearing in the registration. If accurate information concerning the identity and address of the registered owner is not available within twenty-one (21) days from the Violation, the Processing Agency

shall have an additional forty-five (45) calendar days to obtain such information and forward the Notice of Toll Evasion Violation, provided that where the registered owner is a Repeat Violator, the Processing Agency shall forward the Notice of Toll Evasion Violation within ninety (90) calendar days of the Violation.

Section 6. Notice of Toll Evasion Violation

(a) The Notice of Toll Evasion Violation shall contain (1) sufficient information to enable the recipient thereof to determine the date, time and location of the alleged Violation, (2) the section of the Code allegedly violated, (3) the Penalty due for that Violation, (4) the identity and address of the registered owner, (5) the alphanumeric designation of the license plate on the Vehicle that was used in the alleged Violation, (6) if practicable, the registration expiration date and the make of the Vehicle, (7) the procedure to follow for payment of the amount due, (8) a statement in bold print that payments may be sent in the mail, (9) the date and time within which the Penalty must be paid, (10) a clear and concise explanation of the procedures for filing an affidavit of non-liability in those circumstances set forth in subsections B, C and D of this **Section 6**, and for contesting the alleged Violation and appealing an adverse decision in accordance with **Section 9** of this Ordinance, (11) the Due Date, which is also the date by which the written explanation of contest must be received by Alameda CTC, and (12) a statement that there will be additional court costs and fees incurred by the Motorist according to the local jurisdiction rules if collection is pursued through court action.

(b) The Notice of Toll Evasion Violation shall contain, or be accompanied an affidavit of non-liability and information of what constitutes non-liability, information as to the effect of executing the affidavit, and instructions for returning the affidavit to the Processing Agency.

(c) If the affidavit of non-liability is returned to the Processing Agency within twenty-one (21) days of the issuance of the Notice of Toll Evasion Violation together with proof that the driver at the time of the Violation did not possess express or implied consent to drive the Vehicle as evidenced by a stolen vehicle police report, if the Processing Agency is satisfied that the registered owner is not responsible for the Violation, the Processing Agency shall cancel the Notice of Toll Evasion Violation and make an adequate record of the reasons.

(d) If the affidavit of non-liability is returned to the Processing Agency by the Due Date with proof that the registered owner given the Notice of Toll Evasion Violation has made a bona fide sale or transfer of the Vehicle and has delivered possession thereof to the purchaser prior to the date of the alleged Violation and either (1) such owner has complied with section 5602 of the Code, or (2) the Processing Agency is satisfied with evidence that establishes that the transfer of ownership and possession of the Vehicle occurred prior to the date of the alleged Violation, and has obtained verification from the Department, then the Processing Agency shall terminate proceedings against the originally served registered owner and proceed against the new owner of the Vehicle.

(e) If the affidavit of non-liability is returned to the Processing Agency by the Due Date of the Notice of Toll Evasion Violation together with the proof of an executed written rental agreement or lease between a bona fide renting or leasing company and its customer that

identifies the rentee or lessee and provides the driver's license number, name and address of the rentee or lessee, the Processing Agency shall serve or mail to the rentee or lessee identified in the affidavit of non-liability a Notice of Toll Evasion Violation.

(f) If payment of the Penalty is not received by Processing Agency by the Due Date on the Notice of Toll Evasion Violation, the Processing Agency shall deliver by first-class mail a Notice of Delinquent Toll Evasion Violation.

(g) If the description of the Vehicle in the Notice of Toll Evasion Violation does not match the corresponding information on the registration card for that Vehicle, the Processing Agency may, on written request of the Motorist, cancel the Notice of Toll Evasion Violation without the necessity of appearance by that person.

Section 7. Dismissal of Notice of Toll Evasion Violation

(a) If, after a copy of the Notice of Toll Evasion Violation has been sent to the Motorist, the Processing Agency determines that due to failure of proof of apparent Violation the Notice of Toll Evasion Violation shall be dismissed, the Processing Agency shall cancel the Notice of Toll Evasion Violation, and the Motorist shall be so notified by first-class mail.

(b) If the full amount of the Penalty is received by the person authorized to receive the payment of the Penalty by the Due Date and there is no contest as to that Violation, proceedings under this Ordinance shall terminate.

(c) If (i) the Motorist is a holder of a FasTrak Account in good standing with BATA or other California toll operator or (ii) the Motorist has never received a prior Notice of Toll Evasion Violation under this Ordinance and opens a new FasTrak account, and such Motorist follows the procedures and meets the deadlines established by the Processing Agency, as such procedures and deadlines may be modified from time to time, to pay the Toll due on such Notice of Toll Evasion Violation from the Motorist's FasTrak Account in a timely manner, the Toll shall be charged to such Motorist's FasTrak Account and proceedings under this Ordinance shall terminate.

(d) If the registered owner of the Vehicle provides proof to the Processing Agency that he or she was not the registered owner on the date of the Violation as set forth in **Sections 6** and **8** of this Ordinance, proceedings against the notifying party shall terminate. This does not limit the right of the Processing Agency to pursue collection of the delinquent toll evasion Penalty from the person who was the registered owner of the Vehicle on the date of the alleged Violation.

Section 8. Notice of Delinquent Toll Evasion Violation

(a) If the payment of the Penalty is not received by the Processing Agency by the Due Date on the Notice of Toll Evasion Violation, and there is no contest as to that Violation as set forth in **Section 10** of this Ordinance, the Processing Agency shall deliver by first-class mail to the registered owner of the Vehicle a Notice of Delinquent Toll Evasion Violation.

(b) Alameda CTC or Processing Agency shall establish a procedure for providing, upon request, a copy of the original Notice of Toll Evasion Violation or an electronically produced facsimile of the original Notice of Toll Evasion Violation within fifteen (15) days of a request therefor. Alameda CTC may charge a fee sufficient to recover the actual costs of providing the copy not to exceed Two Dollars (\$2), to be established by the Executive Director of Alameda CTC. Until the Processing Agency complies with a request for a copy of the original notice of Violation, the Processing Agency may not proceed to collection of amounts covered by such notice.

(c) The Notice of Delinquent Toll Evasion Violation shall contain the information required to be contained in the original Notice of Toll Evasion Violation and, additionally, shall contain a notice to the registered owner that, unless the registered owner pays the Penalty, contests the Violation pursuant to the procedure set forth in the Notice of Toll Evasion Violation, or completes and returns to the Processing Agency an affidavit of non-liability, as provided with the Notice of Toll Evasion Violation and in compliance with subsections D, E and F of **Section 6**, within fifteen (15) days after the mailing of the Notice of Delinquent Toll Evasion Violation (the Due Date): (1) the Penalty shall be considered a debt due and owing Alameda CTC, (2) the renewal of the Vehicle registration shall be contingent upon compliance with the Notice of Delinquent Toll Evasion Violation at Alameda CTC's election, and (3) Alameda CTC may seek to recover in any lawful manner, as provided for in **Section 12**.

(d) The Notice of Delinquent Toll Evasion Violation shall contain, or be accompanied with, an affidavit of non-liability and information of what constitutes non-liability, information as to the effect of executing the affidavit, and instructions for returning the affidavit to the Processing Agency.

(e) If the affidavit of non-liability is returned to the Processing Agency within fifteen (15) days of the mailing of the Notice of Delinquent Toll Evasion Violation (the Due Date) together with proof that the driver at the time of the Violation did not possess express or implied consent to drive the Vehicle as evidenced by a stolen vehicle police report, if the Processing Agency is satisfied that the registered owner is not responsible for the Violation, the Processing Agency shall cancel the Notice of Toll Evasion Violation and make an adequate record of the reasons.

(f) If the affidavit of non-liability is returned to the Processing Agency by the Due Date with proof that the registered owner given the Notice of Toll Evasion Violation has made a bona fide sale or transfer of the Vehicle and has delivered possession thereof to the purchaser prior to the date of the alleged Violation and either (1) such owner has complied with section 5602 of the Code, or (2) the Processing Agency is satisfied with evidence that establishes that the transfer of ownership and possession of the Vehicle occurred prior to the date of the alleged Violation, and has obtained verification from the Department, then the Processing Agency shall terminate proceedings against the originally served Motorist and proceed against the unauthorized driver at the time of the Violation, or the new owner of the Vehicle.

(g) If the affidavit of non-liability is returned to the Processing Agency within fifteen (15) days of the mailing of the Notice of Delinquent Toll Evasion Violation (the Due Date set forth in the Notice of Delinquent Toll Evasion Violation) together with the proof of an

executed written rental agreement or lease between a bona fide renting or leasing company and its customer that identifies the rentee or lessee and provides the driver's license number, name, and address of the rentee or lessee, the Processing Agency shall mail to the rentee or lessee identified in the affidavit of non-liability a Notice of Delinquent Toll Evasion Violation. If payment is not received within fifteen (15) days of such mailing of the Notice of Delinquent Toll Evasion Violation, the Penalty shall be considered a debt due and owing Alameda CTC, and Alameda CTC may seek to recover in any lawful manner, as provided for in **Section 12**, from the rentee or lessee.

Section 9. Payment After Notice of Delinquent Toll Evasion Violation

If a Motorist who was mailed a Notice of Delinquent Toll Evasion Violation pursuant to **Section 8** of this Ordinance, or any other person who presents the Notice of Toll Evasion Violation or Notice of Delinquent Toll Evasion Violation, deposits the Penalty due with a person authorized to receive it, then the Processing Agency shall follow the procedures set forth in Section 40266 of the Code.

Section 10. Contest of Notice of Toll Evasion Violation or Notice of Delinquent Toll Evasion Violation

(a) A person may contest a Notice of Toll Evasion Violation or Notice of Delinquent Toll Evasion Violation within twenty-one (21) days of the issuance of the Notice of Toll Evasion Violation, or within fifteen (15) days of the issuance of the Notice of Delinquent Toll Evasion Violation, as applicable.

(b) The Processing Agency shall establish a fair and impartial investigation process to investigate the circumstance of the notice with respect to the contestant's written explanation of reasons for contesting a Violation. The Processing Agency shall investigate with its own records and staff the circumstances of the notice with respect to the contestant's written explanation of reasons for contesting the Violation. If based upon the results of that investigation, the Processing Agency is satisfied that the Violation did not occur or that the registered owner was not responsible for the Violation, the Processing Agency shall cancel the Notice of Toll Evasion Violation or Notice of Delinquent Toll Evasion Violation and make an adequate record of the reasons for cancelling the notice. The Processing Agency shall mail the results of the investigation to the person who contested the Notice of Toll Evasion Violation or the Notice of Delinquent Toll Evasion Violation.

(c) A person who contests a Notice of Toll Evasion Violation or Notice of Delinquent Toll Evasion Violation and is not satisfied with the results of the investigation may, within fifteen (15) days of the mailing of the results of the investigation, deposit the amount of the Penalty as set forth in subsection D of this **Section 10** and request an administrative review. The Processing Agency shall hold the administrative review within ninety (90) calendar days following the receipt of the request for an administrative review accompanied by the required deposit amount. The person requesting the administrative review may request one (1) continuance, not to exceed twenty-one (21) calendar days. The person requesting the administrative review shall indicate to the Processing Agency his or her election for a review by mail or personal conference.

(d) The deposit for requesting an administrative review shall be as follows:

(1) Except as provided herein, an individual seeking an administrative review shall deposit the full amount of the Penalty due at the time of the request.

(2) Individuals unable to pay the required deposit may apply for a hardship exception, which may be granted by the Processing Agency in its discretion.

(e) If the person requesting an administrative review is a minor, that person shall be permitted to appear at an administrative review or admit responsibility for a Violation without the necessity of the appointment of a guardian. The Processing Agency may proceed against that person in the same manner as if that person were an adult.

(f) As evidence of the Violation the Processing Agency shall produce the Notice of Toll Evasion Violation or a copy thereof, information received from the Department identifying the registered owner of the Vehicle, and a statement under penalty of perjury from the person authorized to issue a notice of Violation that the Tolls or other charges and any applicable fee were not paid in accordance with Alameda CTC's policies. This documentation in proper form shall be prima facie evidence of the Violation.

(g) The reviews shall be conducted in accordance with the written procedures established by the Processing Agency which shall ensure a fair and impartial review of the contested Violations. The Processing Agency shall provide its decision by first-class mail to the contestant. If a notice of appeal to the California Superior Court is not filed within the period set forth in **Section 11**, the decision shall be deemed final.

(h) The Processing Agency shall designate one or more individuals to serve here as the hearing officer(s) appointed to conduct administrative reviews pursuant to this **Section 10**. Each hearing officer shall demonstrate the qualifications, training and objectivity necessary to perform fair and impartial reviews. No hearing officer's employment, performance evaluation, compensation and benefits shall be directly or indirectly linked to the outcome of reviews or the revenue generated by such reviews.

Section 11. Appeal to Superior Court

A person who requests an administrative review and is not satisfied with the results of the review, may within twenty (20) days after the mailing of the Processing Agency's final decision seek review by filing an appeal to the Alameda County Superior Court, where the case shall be heard de novo, except that the contents of the Processing Agency's file in the case on appeal shall be received in evidence. For the purposes of computing the twenty (20)-day period, section 1013 of the Code of Civil Procedure shall be applicable. The Processing Agency shall admit into evidence as prima facie evidence of the facts stated therein, a copy of the Notice of Toll Evasion Violation and/or Notice of Delinquent Toll Evasion Violation. A copy of the notice of appeal shall be served in person or by first-class mail upon the Processing Agency by the contestant. Notwithstanding section 72055 of the Government Code, the fee for filing the notice of appeal shall be Twenty-Five Dollars (\$25). If the appellant prevails, this fee, together with the deposit of the Penalty made by the contestant, shall be promptly refunded by the Processing Agency in accordance with the judgment of the court.

Section 12. Collection of Unpaid Penalties

If payment is not received within the time periods set forth herein, and no contest has been timely filed, or has been resolved, Alameda CTC and the Processing Agency are authorized to proceed under one or more of the following options for the collection of unpaid Penalties:

(a) Transmit an itemization of unpaid Penalties with the Department for collection with the registration of the Vehicle. Alameda CTC shall pay the fees assessed by the Department associated with the recording of the Notice of Delinquent Toll Evasion Violation and may charge the amount of the fee to the Motorists to be collected by the Department.

(b) If more than Four Hundred Dollars (\$400) in unpaid Penalties have been accrued by any person or registered owner, Alameda CTC may file proof of that fact with the Superior Court with the same effect as a civil judgment. Execution may be levied and other measures may be taken for the collection of the judgment as are authorized for the collection of any unpaid civil judgments entered against a defendant in an action on a debt. The court may assess costs against a judgment debtor to be paid upon satisfaction of the judgment. The Processing Agency shall mail a notice by first-class mail to the person or registered owner indicating that a judgment shall be entered for the unpaid Penalties and that after thirty (30) days from the date of the mailing of the notice, the judgment shall have the same effect as an entry of judgment against a judgment debtor. The notice shall include all information required by Code section 40267. The filing fee and any costs of the collection shall be added to the judgment amount.

(c) If the Processing Agency has determined that registration of the Vehicle has not been renewed for sixty (60) days beyond the renewal date, and the Penalty has not been collected by the Department pursuant to section 4770 of the Code, file proof of unpaid Penalties with the court with the same effect as a civil judgment as provided above, except that if the amount of the unpaid Penalty is not more than Four Hundred Dollars (\$400), the filing fee shall be collectible by the court from the debtor.

(d) Contract with a collection agency to collect Penalty amounts.

(e) Submit a request to the California State Controller for an offset of unpaid Penalty owing by a Motorist against any amount owing the person or entity by a claim for a refund from the Franchise Tax Board under Personal Income Tax Law or the Bank and Corporation Law or from winnings in the California State Lottery, as authorized by California Government Code section 12419.12. Alameda CTC shall provide notice of intent to request an offset by first-class mail to the Motorist thirty (30) days prior to the request date.

(f) Pursue such other remedies and enforcement procedures that are authorized under the laws of the State of California.

Section 13. Termination of Proceedings

The Processing Agency shall terminate proceedings on the Notice of Delinquent Toll Evasion Violation in any of the following cases:

(a) Upon receipt of collected penalties remitted by the Department under Code section 4772 for that Notice of Delinquent Toll Evasion Violation.

(b) If the Notice of Delinquent Toll Evasion Violation was returned to the Processing Agency pursuant to Code section 4774 and five (5) years have elapsed since the date of the Violation.

(c) The Processing Agency receives information that the Penalties have been paid to the Department pursuant to Code section 4772.

Section 14. Confidentiality

Any information obtained during the enforcement of Violations shall not be used for any purpose other than to pursue the collection of Violations or process Tolls.

Section 15. Other Notices

Nothing herein shall prohibit Alameda CTC or the Processing Agency from establishing informal methods of notifying Motorists of Violations and from collecting Tolls and Penalties for Violations through such means.

Section 16. Implementation

Alameda CTC's Executive Director is hereby authorized and directed to develop procedures, forms, documents and directives which may be necessary to implement the terms of this Ordinance, and the Executive Director may delegate such duties and obligations under this Ordinance to staff of, or consultants under contract to, the Alameda CTC.

Section 17. Severability

If any term, covenant or condition of this Ordinance shall be held by a court of competent jurisdiction to be invalid or unenforceable, then the remainder of this Ordinance shall not be affected and each remaining provision shall be valid and enforceable to the fullest extent permitted by law unless any of the stated purposes of this Ordinance would be defeated.

ARTICLE II -PUBLICATION OF ORDINANCE.

Upon adoption on the second reading hereof, the Clerk of the Commission shall cause the publication of this Ordinance, within fifteen days of its adoption, once each in a newspaper of general circulation printed and published within Alameda County, and the Clerk of the Commission shall attest to such adoption and publication of this Ordinance. This Ordinance shall become effective thirty (30) days after adoption.

PASSED AND ADOPTED by the Commission of the Alameda County Transportation Commission on July 23, 2015 by the following vote:

AYES:

NOES:

EXCUSED:

Date Published: _____

Attested to:

Dated: _____

Clerk of the Commission

APPENDIX A

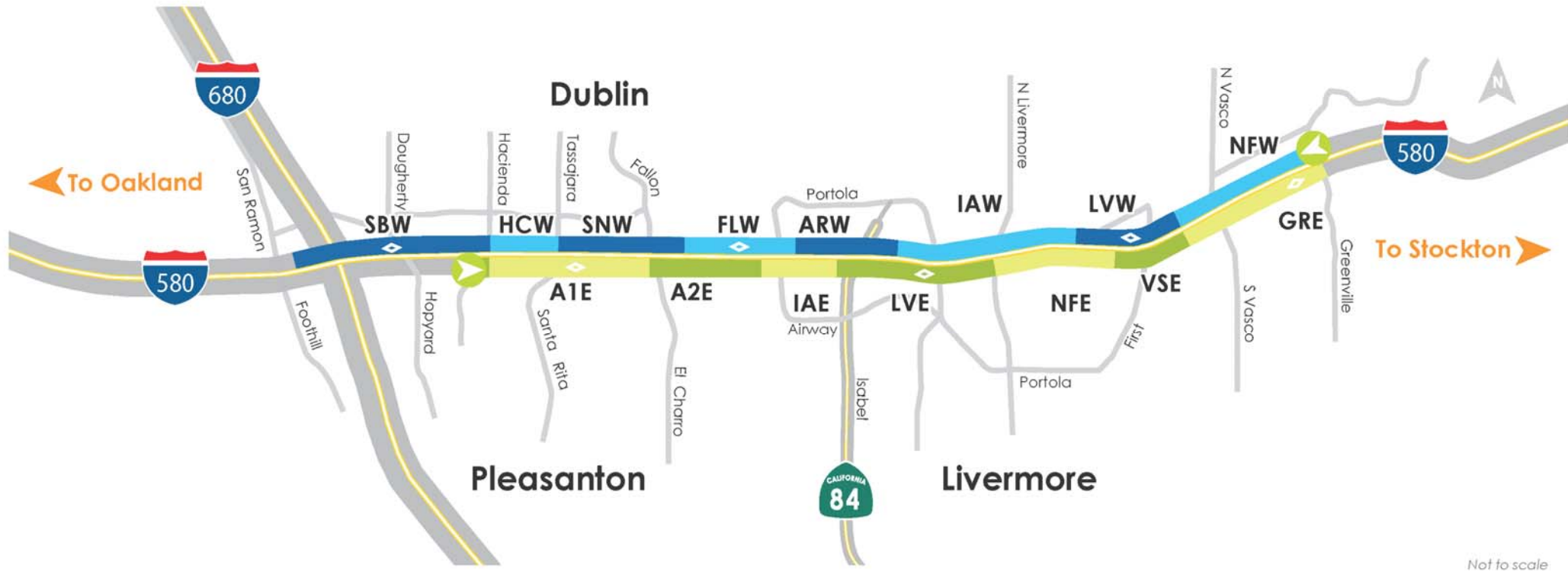
SCHEDULE OF PENALTIES

(as adopted by the Commission on March 26, 2015)

Toll Evasion Penalty: \$25 (plus original toll)

Delinquent Penalty: \$70 (\$25 Toll Evasion Penalty plus \$45 late fee; plus original toll).
If toll is paid within 15 days, penalty is reduced to \$25.

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Not to scale

▶ Two Eastbound Express Lanes
Lanes begin at Hacienda (11 miles)
 No entry/exit from eastbound express lanes from Hacienda to Fallon/El Charro.
Please note: For access to Santa Rita Road or El Charro/Fallon, do not enter express lanes.

◀ One Westbound Express Lane
Lane begins at Greenville (14 miles)
 No entry/exit from westbound express lane from Hacienda to end.
Please note: For access to I-680 or Dougherty, exit express lane before Hacienda.

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Memorandum

6.8

1111 Broadway, Suite 800, Oakland, CA 94607 • PH: (510) 208-7400 • www.AlamedaCTC.org

DATE: February 21, 2019

TO: Alameda County Transportation Commission

FROM: Saravana Suthanthira, Principal Transportation Planner
Chris G. Marks, Associate Transportation Planner

SUBJECT: Congestion Management Program (CMP): Summary of the Alameda CTC's Review and Comments on Environmental Documents and General Plan Amendments

Recommendation

This item is provide the Commission with an update on the summary of Alameda CTC's review and comments on Environmental Documents and General Plan Amendments. This item is for information only.

Summary

This item fulfills one of the requirements under the Land Use Analysis Program (LUAP) element of the Congestion Management Program (CMP). As part of the LUAP, Alameda CTC reviews Notices of Preparations (NOPs), General Plan Amendments (GPAs), and Environmental Impact Reports (EIRs) prepared by local jurisdictions and comments on them regarding the potential impact of proposed land development on the regional transportation system.

Since the last update on January 14, 2018, the Alameda CTC reviewed one NOP. A response was submitted and is included as Attachment A.

Fiscal Impact: There is no fiscal impact associated with the requested action.

Attachment:

- A. Response to the Notice of Preparation (NOP) of a Draft Environmental Impact Report for the Oakland Waterfront Ballpark District Project

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December 28, 2018

Peterson Vollmann, Planner IV
City of Oakland Planning Bureau
250 Frank H Ogawa Plaza, Suite 2214
Oakland, CA 94612

SUBJECT: Response to the Notice of Preparation (NOP) of a Draft Environmental Impact Report for the Oakland Waterfront Ballpark District Project

Dear Mr. Vollmann,

Thank you for the opportunity to comment on the Notice of Preparation (NOP) of the Draft Environmental Impact Report (DEIR) for the Oakland Waterfront Ballpark District Project. The project site is located at the Port of Oakland along the Inner Harbor of the Oakland-Alameda Estuary. The site is approximately 55 acres, including the Charles P. Howard Terminal and adjacent parcels. It is bordered by Jack London Square to the East, the Oakland Estuary Middle Harbor to the South, Union Pacific railroad tracks and the Embarcadero to the North, and the Schnitzer Steel heavy metal recycling center to the West. The project site currently offers maritime support uses for short-term tenants, and was previously used as a maritime container terminal until 2014. The proposed project would demolish existing buildings on the site and build a new open-air Major League Baseball park with a capacity of approximately 35,000 people, up to 4,000 residential units, approximately 2.27 million square feet of adjacent mixed use development, a performance venue, a 300-400 room hotel, new and expanded utility infrastructure, and new signage and lighting. The proposed project would also construct or provide improved access from surrounding neighborhoods and regional transportation networks, potentially including expanded bus or shuttle service and a new network of public streets and sidewalks.

The Alameda County Transportation Commission (Alameda CTC) respectfully submits the following comments:

Basis for Congestion Management Program (CMP) Review

- The proposed project will generate at least 100 p.m. peak hour trips over existing conditions, and therefore the CMP Land Use Analysis Program requires the City to conduct a transportation impact analysis of the project. For information on the CMP, please visit:
http://www.alamedactc.org/app_pages/view/5224

Use of Countywide Travel Demand Model

- The Alameda Countywide Travel Demand Model should be used for CMP Land Use Analysis purposes. The CMP requires local jurisdictions to conduct travel model runs themselves or through a consultant. The City of Oakland and the Alameda CTC signed a Countywide Model Agreement on May 28, 2008. Before the model can be used for this project, a letter must be submitted to the Alameda CTC requesting use of the model and describing the project. A copy of

a sample letter agreement is available upon request. The most current version of the Alameda CTC Countywide Travel Demand Model was updated in June 2018 to be consistent with the assumptions of Plan Bay Area 2040.

Impacts

- The DEIR should address all potential impacts of the project on the Metropolitan Transportation System (MTS) and Congestion Management Program (CMP) roadway networks.
 - MTS roadway facilities in the project area include: I-880, I-980, SR-24, 7th Street, 8th Street, 11th Street, 12th Street, 14th Street, Middle Harbor Road, Market Street, Broadway, Embarcadero, the Webster Tube, and the Posey Tube.
 - For the purposes of CMP Land Use Analysis, the Highway Capacity Manual 2010 freeway and urban streets methodologies are the preferred methodologies to study vehicle delay impacts.
 - The Alameda CTC has *not* adopted any policy for determining a threshold of significance for Level of Service for the Land Use Analysis Program of the CMP. Professional judgment should be applied to determine the significance of project impacts (Please see Chapter 6 of the 2017 CMP for more information).
- This project should identify and coordinate with other significant improvement projects in the area (such as the Oakland-Alameda Access Project) sponsored by Alameda CTC that are already in advanced project development stages. These projects did not include the proposed project during the project development and impact analyses. An impact assessment and potential mitigation, as appropriate, should be included in the DEIR.
- The DEIR should address potential impacts of the project on Metropolitan Transportation System (MTS) transit operators.
 - MTS transit operators potentially affected by the project include: AC Transit, BART, and the San Francisco Bay Ferry. In addition, Capitol Corridor and Amtrak operate intercity passenger rail in the project area.
 - Transit impacts for consideration include the effects of project vehicle traffic on mixed flow transit operations, transit capacity, transit access/egress, need for future transit service, and consistency with adopted plans. See Appendix J of the 2017 CMP document for more details.
- The DEIR should consider impacts to freight and passenger rail safety and performance. The project site is located close to the Oakland Jack London rail station, active freight railyards, and the Port of Oakland.
- The DEIR should address potential impacts of the project to cyclists on the Countywide Bicycle Network.
 - Countywide bicycle facilities in the project area include: Planned extension of the East Bay Greenway and the Bay Trail
 - Impacts to consider on conditions for cyclists include effects of vehicle traffic on cyclist safety and performance, site development and roadway improvements, and consistency with adopted plans. See Appendix J of the 2017 CMP document for more details.

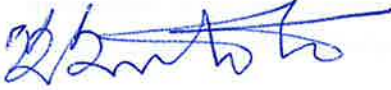
- The DEIR should address potential impacts of the project to pedestrians in Pedestrian Plan Areas of Countywide Significance as defined by the Countywide Pedestrian Plan.
 - The Project overlaps with an Area of Countywide Pedestrian Significance:
 - The site is located within a ½ mile of a transit corridor
 - Proximity to the Oakland Central Business District
 - Impacts to consider on conditions for pedestrians include effects of vehicle traffic on pedestrian access and safety, site development and roadway improvements, and consistency with adopted plans. See Appendix J of the 2017 CMP document for more details.

Mitigation Measures

- Alameda CTC's policy regarding mitigation measures is that to be considered adequate they must be:
 - Adequate to sustain CMP roadway and transit service standards;
 - Fully funded; and
 - Consistent with project funding priorities established in the Capital Improvement Program of the CMP, the Countywide Transportation Plan (CTP), and the Regional Transportation Plan (RTP) or the Federal Transportation Improvement Program, if the agency relies on state or federal funds programmed by Alameda CTC.
- The DEIR should discuss the adequacy of proposed mitigation measure according to the criteria above. In particular, the DEIR should detail when proposed roadway or transit route improvements are expected to be completed, how they will be funded, and the effect on service standards if only the funded portions of these mitigation measures are built prior to Project completion. The DEIR should also address the issue of transit funding as a mitigation measure in the context of the Alameda CTC mitigation measure criteria discussed above.
- Jurisdictions are encouraged to discuss multimodal tradeoffs associated with mitigation measures that involve changes in roadway geometry, intersection control, or other changes to the transportation network. This analysis should identify impacts to automobiles, transit, bicyclists, and pedestrians. The HCM 2010 MMLOS methodology is encouraged as a tool to evaluate these tradeoffs, but project sponsors may use other methodologies as appropriate for particular contexts or types of mitigations.
- Given the size and significance of project in trip generation, the DEIR should consider using TDM measures, in conjunction with roadway and transit improvements, as a means of attaining acceptable levels of service. Whenever possible, mechanisms that encourage ridesharing, shuttles, flextime, transit, bicycling, telecommuting and other means of reducing peak hour traffic trips should be considered. The Alameda CTC CMP Menu of TDM Measures and TDM Checklist may be useful during the review of the development proposal and analysis of TDM mitigation measures (See Appendices F and G of the 2017 CMP).
- The DEIR should identify impacts and propose mitigation measures related to freight and passenger rail services and the safety of vehicle, pedestrian, and bicycle traffic going in and out of the Port of Oakland and the Jack London Amtrak station due to the project site's proximity to the these facilities, and the overall complex traffic operations in the area.

Thank you for the opportunity to comment on this NOP. Please contact me at (510) 208-7426 or Chris G. Marks, Associate Transportation Planner at (510) 208-7453, if you have any questions.

Sincerely,



Saravana Suthanthira
Principal Transportation Planner

cc: Chris G. Marks, Associate Transportation Planner



Memorandum

6.9

1111 Broadway, Suite 800, Oakland, CA 94607 • 510.208.7400 • www.AlamedaCTC.org

DATE: February 21, 2018

TO: Alameda County Transportation Commission

FROM: Carolyn Clevenger, Director of Planning

SUBJECT: Approve Measure BB Freight and Economic Development Program (TEP-41) funds, authorize release of Request for Proposals (RFP) for Professional Services for Preliminary Engineering and Environmental and Design phases of the Rail Safety Enhancement Program, and authorize negotiations with top ranked firms

Recommendation

It is recommended that the Commission approve the following actions related to the Rail Safety Enhancement Program:

1. Allocate \$5,500,000 of Measure BB Freight and Economic Development Program (TEP-41) funds for the Preliminary Engineering and Environmental and Design phases; and
2. Approve release of Request for Proposals (RFP) for professional services for Environmental, PA&ED and Design phases of the Rail Safety Enhancement Program and authorize the Executive Director to negotiate with the top ranked firms.

Summary

Safety at rail crossings in Alameda County is an on-going need. There are about 10 fatalities on average every year along Alameda County rail tracks from either a collision at a highway-rail crossing or between crossings as a result of trespassing. At the same time, multiple recently completed plans at the local, regional and state levels, including the Countywide and Regional Goods Movement Plans, the Countywide Transit Plan, the State Rail Plan, Capitol Corridor's Vision Plan, and *ACEForward* all identify growth potential for rail in the county. Both freight rail and intercity passenger rail provide opportunities to reduce congestion and vehicles miles traveled on our roadways, reduce emissions, and provide efficient transportation options for regional and interregional trips. The Rail Safety Enhancement Program (SEP) identifies at-grade safety treatments that can be implemented in the near-term to address existing safety issues along rail tracks and mitigate against future safety issues as rail service are expected to grow.

This recommendation builds upon the grade crossing prioritization framework approved by the Commission at its March 2018 meeting. The prioritization framework identified 10 Tier 1 rail corridors and 23 Tier 1 crossings to focus the agency's initial analysis. Since then, staff have worked with jurisdictions and a consultant team to assess safety issues at Tier 1 crossings and corridors and identify potential treatments for crossings as well as for locations where trespassing between crossings is prevalent. The project team has subsequently identified a set of near-term treatments and developed a potential implementation approach in which Alameda CTC staff would work closely with local jurisdictions to manage and deliver a multi-jurisdictional program of near-term improvements.

Advancing the rail safety program immediately as one coordinated program would have the following benefits:

- Address existing safety issues, particularly near schools
- Achieve project development efficiencies through one point of contact with California Public Utilities Commission (CPUC) and Union Pacific Railroad (UPRR) as well as one application to CPUC and one environmental clearance
- Well-position grade crossing projects to compete for funding such as Regional Measure 3 and the State Trade Corridors Enhancement Program
- Achieve delivery efficiencies through one program manager strategically coordinating contracting and construction management

This item provides an overview of the type of treatments that could be implemented with this program and a brief description of a potential implementation approach.

Background

The rail system in Alameda County is a critical transportation link, moving both people and goods. Alameda County contains the core of the Bay Area/Northern California freight and passenger rail system, and there is growing demand for both freight and passenger service. The goals of the Alameda County Goods Movement Plan, adopted in 2016, included a multimodal and safe goods movement system that supports improved quality of life, and identified rail as a key opportunity area. In addition, the Countywide Transit Plan identified intercity passenger rail as a key opportunity area to reduce congestion, vehicles miles traveled, and emissions. This grade crossing safety analysis was conducted in order to better understand and develop programs to address community impact issues and safety issues pertaining to both current and anticipated rail activity in Alameda County.

In November 2017 and February 2018, staff met with Alameda County Technical Advisory Committee (ACTAC) to get input on the development of the SEP, including review of the methodology used to prioritize crossings, review initial results, and share a grade crossing toolkit resource. The analysis was used to prioritize a subset of the 133 at-grade rail crossings and 23 rail corridors in the county in order to focus resources and advocate to implement improvements. This analysis created a list of 23 Tier 1 Crossings and 10 Tier 1 Corridors. An update on the grade crossing analysis, including the prioritized list of Tier 1

crossings and corridors, was presented to the Alameda County Planning, Policy and Legislation Committee (PPLC) on March 5, 2018. The Alameda CTC Commission approved the item at its March Commission meeting. In addition, staff consulted with UPRR to compare this analysis to safety assessments that UPRR has conducted.

Following the identification of the Tier 1 crossings and corridors, Alameda CTC conducted site assessments of the Tier 1 crossings and corridors. In addition, Alameda CTC consulted with jurisdictions that had Tier 1 crossings and corridors and discussed existing issues and concerns, identified on-going efforts, and invited them to the site assessments. These meetings helped to inform the assessments and potential recommendations. Note that the Martinez – Emeryville corridor was excluded from the scoping assessment because it has received funding from SB 1 and Emeryville is actively advancing that project.

Near-Term Safety Improvements

The existing safety conditions of a total of 56 grade crossings in Alameda County were assessed. (The 56 grade crossings includes those crossings that are Tier 1 grade crossings, as well as additional crossings that are part of the Tier 1 corridors.) Based on the results of the existing condition surveys, the following potential near-term safety improvements were considered for each crossing:

- Track removal
- Driveway and/or side street closure
- Conversion of one-way couplet
- Pavement markings
- Roadway paving
- Dynamic envelope marking
- Signage upgrades
- Crossing panels
- Raised median
- Street lighting
- Four-quadrant gates
- Signal interconnect
- Pre-signal / queue cutter
- Pedestrian flashing lights and gates
- Sidewalk realignment, widening, repair
- Bike path realignment
- Pedestrian "Z" crossing
- Anti-trespass fencing
- Anti-trespass landscaping
- Closure of crossing

Recommendations for the majority of crossings included treatments such as: anti-trespassing fencing at the crossing, upgrades to signing and striping, sidewalk modification, installation of raised medians, and pedestrian flashing lights and gates. Pedestrian treatments are aimed at notifying pedestrians that they are approaching a crossing and would include pedestrian-level flashing lights for when a train is approaching.

One of the areas in the county with known safety and noise issues is the set of 8 crossings in Jack London Square, from Market to Webster Streets in the City of Oakland. This set of crossings is of particular interest to Capitol Corridor and UPRR due to the high volume of trains in this area as well as the area serving major freight rail access to the Port of Oakland. The Commission approved this rail crossing as a priority project area to address at its October 2017 meeting. Given the complexity of this area, a concept for the Jack London Square corridor was developed and discussed with UPRR, Capitol Corridor, and the City of Oakland. This project would clearly separate rail tracks from pedestrians, bicyclists, and drivers and would establish a set of secure crossings. The engineering

treatments would significantly increase safety, improve Capitol Corridor and UPRR operations in this area, and could qualify as a Quiet Zone should the city choose to establish one.

Conceptual Cost Estimates

Conceptual estimates of treatment costs were developed for improvements at the Tier 1 crossings and corridors. A very preliminary cost estimate to implement the current recommendations for the Tier 1 crossings and corridors, including contingency, is approximately \$65 million. Additional consultation with local jurisdictions, UPRR, and CPUC must take place in order to update and refine the potential improvements, and before any recommendations could move forward. More refined cost assessments would also occur as crossing design treatments are further defined.

Potential Implementation Approach

The SEP is proposed to be delivered as one comprehensive program of near-term safety improvements. This will allow for a consistent approach to be used across the county in working with UPRR and CPUC, and provide all parties with one point of contact. Local jurisdictions would be closely involved in the process, with Alameda CTC serving as an overall program manager. It is recommended that all the improvements at each crossing be implemented as one program, potentially in phases as funding and project delivery resources allow, to achieve maximum benefits while reducing traffic disruptions and reducing the overall cost of the improvements if constructed as one project. To achieve this objective, Alameda CTC would operate as the lead agency for preparation of design plans, submission of appropriate paperwork to CPUC, coordination of design review by UPRR, CPUC, and local jurisdictions, as well as lead for environmental clearance. Given efficiencies through delivering one program, it is anticipated that the program could be delivered between 3 and 5 years.

Funding Opportunities

There are a number of upcoming funding opportunities specifically focused on goods movement that the SEP could be well-positioned to compete for. Two potential funding opportunities are: Regional Measure 3 Goods Movement and Mitigation funds, and the State Trade Corridor Enhancement Program, each of which would require local funding matches to move projects into construction.

Fiscal Impact: Approval of the recommended action will allocate \$5,500,000 of Measure BB Freight and Economic Development Program (TEP-41) funds for subsequent encumbrance and expenditure. This budget will be included in Alameda CTC's annual budget starting in FY 2019/20.



Memorandum

6.10

1111 Broadway, Suite 800, Oakland, CA 94607 • 510.208.7400 • www.AlamedaCTC.org

DATE: February 21, 2019

TO: Alameda County Transportation Commission

FROM: Vivek Bhat, Director of Programming and Project Controls
John Nguyen, Senior Transportation Planner

SUBJECT: Approve the 2020 Comprehensive Investment Plan
Development Framework

Recommendation

It is requested that the Commission approve the 2020 Comprehensive Investment Plan developmental framework to program and allocate Alameda CTC's administered fund sources. The framework recommendation includes input provided by the Programs and Projects Committee (February 11, 2019) and the Alameda County Technical Advisory Committee (February 7, 2019) to consider strategic programming and allocations on a case by case basis contingent upon countywide priorities, project readiness factors, funding availability and leveraging opportunities.

Summary

Alameda CTC is responsible for planning, funding and delivering transportation projects and programs within Alameda County. Alameda CTC has programming and allocation authority for a number of federal, State, regional and local transportation funding programs, such as the One Bay Area Grant (OBAG), State Transit Assistance (STA) County Block Grant, Transportation Fund for Clean Air (TFCA) and local, voter-approved measures (Measure B, Measure BB, and Measure F Vehicle Registration Fee). Alameda CTC consolidates the programming and allocation for funds sources which are under Alameda CTC's purview into a single document, the Alameda CTC Comprehensive Investment Plan (CIP). The CIP also includes a framework of policies, guidelines, and procedures that direct Alameda CTC's programming and allocation decisions, project selection, and the subsequent funding administration.

This spring, Alameda CTC will begin the biennial update process for the next 2020 CIP for fiscal years 2019-20 through 2023-24. The proposed CIP programming strategy and development methodology entails shifting existing programming commitments to allocations for projects that have a demonstrated allocation need in FY 2019-20 and FY 2020-21. A request for information will be released next month,

and a draft program recommendation will be presented to the Commission in late-Spring 2019. The 2020 CIP will also include new programming for certain discretionary sources such as the Measure B/BB Seniors and People with Disabilities (paratransit), and TFCA program funds. In addition, the 2020 CIP framework will also consider strategic programming and allocations on a case by case basis contingent upon countywide priorities, project readiness factors, funding availability and leveraging opportunities.

Background

Alameda CTC's CIP is a near-term strategic programming document through which fund sources administered by Alameda CTC are consolidated and programmed through a singular programming cycle. The CIP's purpose is to strategically program available funds towards transportation investments that support the vision and goals of the Alameda CTC's Countywide Transportation Plan, multi-modal plans, and voter-approved transportation expenditure plans. The CIP establishes a five-year financial investment strategy for Alameda CTC administered funds. The CIP is a biennial process with the document updated annually to reflect current status of programs, projects and any off-cycle programming actions.

Since the passage of Measure BB in 2014, the Commission has approved two CIPs, with the most recent annual update, the 2018 CIP Update, approved in July 2018. The current 2018 CIP includes a five-year programming horizon from fiscal years 2017-18 to 2021-22, with a two-year allocation plan for the first two fiscal years of the CIP (Attachment A). Currently there is \$511M programmed from FY 2017-18 to FY 2021-22, and \$363M in allocations over the first two fiscal years that is available for encumbrance through project funding agreements between the Alameda CTC and project sponsors, as applicable. To date, approximately \$464 M Measure BB discretionary funds have been allocated to projects, of which, approximately \$99 M funds have been reimbursed. Sponsors continue to deliver on the remaining \$365 M in remaining project allocations. At the February 7, 2019 ACTAC meeting, while some member agencies noted they were on schedule to deliver existing allocations, few agencies expressed challenges in delivering projects with current staffing levels and resources. Staff recommends taking the prudent approach of not financing/bonding if existing allocated funds are still available to deliver the current programming of projects

The primary focus of the 2020 CIP will be towards shifting the programming commitments identified in FY 2019-20 and FY 2020-21 to a funding allocation that will be subsequently available for encumbrance and reimbursement. There is approximately \$105M programmed in local Measure B, Measure BB, and Vehicle Registration Fee Funds that are eligible to change into an allocation upon the sponsor's confirmation of need (Attachment B). New projects for Alameda CTC administered fund sources such as TFCA funds, State Transit Assistance (STA) population-based funds, and the Measure B/BB Paratransit program funds will be solicited under individual programming processes as part of the overall 2020 CIP development. Additionally, the 2020 CIP framework will also consider strategic programming and allocations on a case by case basis

contingent upon countywide priorities, project readiness factors, funding availability, and leveraging opportunities.

The 2020 CIP development framework will include:

1. Programming to Allocations: Up to \$105M of previously programmed Measure B, Measure BB, and Vehicle Registration Fee funds for FY 2019-20 and FY 2020-21 will be allocated based on Project Sponsor's request for allocations. Allocations will be based on factors such as project readiness and confirmation that the project's scope, cost and schedule are final.
2. TFCAs FY 2019-20 Program: A separate call for projects will occur in March 2019 to develop a FY 2019-20 TFCAs program. The fund estimate and call for projects is detailed under a separate item. Final recommendations to be incorporated in the 2020 CIP.
3. STA Block Grant: As made available by MTC's requirements and processes. Final recommendations to be incorporated in the 2020 CIP.
4. Paratransit Program: A call for projects was released in November 2018 and the development of a five year program is currently underway. Final recommendations to be incorporated in the 2020 CIP.
5. Other Programming considerations: Named Capital Projects, as identified in the 2014 Measure BB Transportation Expenditures, and certain strategic needs, which are not programmed in the existing CIP may be considered for new allocations on a case-by case basis. All programming and allocations decisions will be based on factors such as vetted project readiness, funding need, leveraging opportunities and funding availability.

Alameda CTC will initiate a CIP request for allocation process starting in March 2019 that will seek project information to determine project sponsor's readiness to allocate prior programming commitments in the next two years. A 2020 CIP program recommendation will be presented to the Commission for consideration in late-Spring 2019.

The 2020 CIP Schedule is included below for reference.

2020 CIP Development Schedule	
Month	Milestone
February 2019	Approve 2020 CIP Development Framework
March 2019	Release Request for Information to determine project status /readiness.
	Release FY 2019-20 TFCAs Call for Projects
April 2019	STA Block Grant Programming

Late-Spring 2019	2020 CIP Draft Program recommendations
Fall 2020	Release 2022 CIP Call for Projects

Fiscal Impact: There is no fiscal impact associated with the requested action.

Attachments:

- A. 2018 Comprehensive Investment Plan (approved July 26, 2018)
- B. Summary of Current CIP Programming for Fiscal Years 2019-20 and 2020-21

Alameda CTC Comprehensive Investment Plan Technical Detail: Five-Year Programming Horizon with Two-Year Allocation Plan 2018 CIP Programming and Allocations					Programming and Allocations (\$ x 1,000)							
CIP ID	Sponsor	Project Title	Fund Source	Fund Subset	Phase	Programmed Amount	Prior Allocations	Two-Year Allocation Plan			Total Allocated (Thru 18-19)	
							Prior To FY2017-18 (April 2017)	FY 2017-18	FY 2018-19	FY 2019-20		FY 2020-21
00004	AC Transit	Preservation of Existing Services in Communities of Concern	Lifeline	STA	O&M	3,583	3,583					3,583
00004	AC Transit	Preservation of Existing Services in Communities of Concern	Lifeline	JARC	O&M	1,417	1,417					1,417
00006	AC Transit	Ashland and Cherryland Transit Access Improvements (Ala. County)	Lifeline	STA	CON-CAP	450	450					450
00007	AC Transit	Additional Preservation of Existing Services in Communities of Concern	Lifeline	STA	O&M	1,741	1,741					1,741
00009	AC Transit	City of Oakland Broadway Shuttle	Lifeline	JARC	O&M	405	405					405
00050	AC Transit	AC Transit: East Bay Bus Rapid Transit	TFCA	Prog Mgr	CON-CAP	925	925					925
00050	AC Transit	AC Transit: East Bay Bus Rapid Transit	STIP	RIP	CON-CAP							
00050	AC Transit	AC Transit: East Bay Bus Rapid Transit	2000 MB	07A	Various	11,510	11,510					11,510
00050	AC Transit	AC Transit: East Bay Bus Rapid Transit	2014 MBB	TEP-13	CON-CAP	10,000	10,000					10,000
00056	AC Transit	Grand/MacArthur BRT	2014 MBB	TEP-15	Planning / Scoping	100	100					100
00057	AC Transit	College/Broadway Corridor Transit Priority	2014 MBB	TEP-16	Planning / Scoping	100	100					100
00171	AC Transit	Line 97 Corridor Improvements (Signal timing component)	TFCA	Prog Mgr	Various	228	228					228
00193	AC Transit	Berkeley Southside Pilot Transit Lanes (including Telegraph, Bancroft)	2010 VRF	Disc-Transit	Various	300		300				300
00194	AC Transit	Rapid Bus Corridor Upgrades (San Pablo and Telegraph Corridors)	2000 MB	Disc-Transit	Final Design (PS&E)	447		447				447

Alameda CTC Comprehensive Investment Plan Technical Detail: Five-Year Programming Horizon with Two-Year Allocation Plan 2018 CIP Programming and Allocations					Programming and Allocations (\$ x 1,000)							
CIP ID	Sponsor	Project Title	Fund Source	Fund Subset	Phase	Programmed Amount	Prior Allocations	Two-Year Allocation Plan			Total Allocated (Thru 18-19)	
							Prior To FY2017-18 (April 2017)	FY 2017-18	FY 2018-19	FY 2019-20		FY 2020-21
00194	AC Transit	Rapid Bus Corridor Upgrades (San Pablo and Telegraph Corridors)	2000 MB	Disc-Transit	PE/Env	536		536				536
00194	AC Transit	Rapid Bus Corridor Upgrades (San Pablo and Telegraph Corridors)	2010 VRF	Disc-Transit	CON-CAP	4,018			4,018			4,018
00055	Alameda	Alameda to Fruitvale BART Rapid Bus	2014 MBB	TEP-14	Planning / Scoping							
00087	Alameda	Alameda City Complete Streets	OBAG	STP	CON-CAP	505	505					505
00105	Alameda	Cross Alameda Trail (includes SRTS component)	ATP	Reg	Final Design (PS&E)							
00105	Alameda	Cross Alameda Trail (includes SRTS component)	ATP	Reg	CON-CAP							
00195	Alameda	Alameda Point Bus Rapid Transit - Dedicated Bus Lanes	2014 MBB	TEP-14	Planning / Scoping	450		450				450
00195	Alameda	Alameda Point Bus Rapid Transit - Dedicated Bus Lanes	2014 MBB	TEP-14	PE/Env	450			450			450
00195	Alameda	Alameda Point Bus Rapid Transit - Dedicated Bus Lanes	2014 MBB	TEP-14	Final Design (PS&E)	450			450			450
00195	Alameda	Alameda Point Bus Rapid Transit - Dedicated Bus Lanes	2014 MBB	TEP-14	CON-CAP	7,650				7,650		
00196	Alameda	Central Avenue Complete Street	STP/CMAQ	STP/CMAQ	CON-CAP	3,487				3,487		
00197	Alameda	City Wide Street Resurfacing - Pavement Management	STP/CMAQ	LSR	CON-CAP	827				827		
00198	Alameda	Clement Avenue Complete Street	STP/CMAQ	STP/CMAQ	PE/Env	124		124				124
00198	Alameda	Clement Avenue Complete Street	STP/CMAQ	STP/CMAQ	Final Design (PS&E)	443			443			443

Alameda CTC Comprehensive Investment Plan Technical Detail: Five-Year Programming Horizon with Two-Year Allocation Plan 2018 CIP Programming and Allocations					Programming and Allocations (\$ x 1,000)							
CIP ID	Sponsor	Project Title	Fund Source	Fund Subset	Phase	Programmed Amount	Prior Allocations	Two-Year Allocation Plan			Total Allocated (Thru 18-19)	
							Prior To FY2017-18 (April 2017)	FY 2017-18	FY 2018-19	FY 2019-20		FY 2020-21
00198	Alameda	Clement Avenue Complete Street	STP/CMAQ	STP/CMAQ	CON-CAP	4,451					4,451	
00199	Alameda	Clement Avenue East Extension and Tilden Way	2014 MBB	TEP-26	Planning / Scoping	244		244				244
00199	Alameda	Clement Avenue East Extension and Tilden Way	2014 MBB	TEP-26	PE/Env	244		244				244
00199	Alameda	Clement Avenue East Extension and Tilden Way	2014 MBB	TEP-26	Final Design (PS&E)	434			434			434
00199	Alameda	Clement Avenue East Extension and Tilden Way	2014 MBB	TEP-26	ROW - Capital	1,097			1,097			1,097
00199	Alameda	Clement Avenue East Extension and Tilden Way	2014 MBB	TEP-26	CON-CAP	6,376					6,376	
00200	Alameda	Seaplane Lagoon Ferry Terminal ¹	2014 MBB	TEP-45	CON-CAP	8,200					8,200	
00088	Alameda County	Alameda Co-Variou Streets and Roads Preservation	OBAG	STP	CON-CAP	1,565	1,565					1,565
00106	Alameda County	Be Oakland, Be Active	ATP	Reg	CON-CAP							
00127	Alameda County	Hesperian Blvd Corridor Improvement (A St - I880)	2014 MBB	TEP-26	CON-CAP	7,000	7,000					7,000
00162	Alameda County	East Castro Valley Boulevard Class II Bike Lanes	TFCFA	Prog Mgr	Various	62	62					62
00201	Alameda County	Alameda County Parking Demand and Management Strategy Study	2000 MB	Disc-TCD	Planning / Scoping	88			88			88
00202	Alameda County	East 14th St. Corridor Improvement Project Phase II (San Leandro Area)	2014 MBB	TEP-26	CON-CAP	7,600					7,600	
00203	Alameda County	Meekland Avenue Corridor Improvement Phase II (Cherryland/Ashland Area)	STP/CMAQ	STP/CMAQ	CON-CAP	9,300					9,300	

Alameda CTC Comprehensive Investment Plan Technical Detail: Five-Year Programming Horizon with Two-Year Allocation Plan 2018 CIP Programming and Allocations					Programming and Allocations (\$ x 1,000)							
CIP ID	Sponsor	Project Title	Fund Source	Fund Subset	Phase	Programmed Amount	Prior Allocations	Two-Year Allocation Plan			Total Allocated (Thru 18-19)	
							Prior To FY2017-18 (April 2017)	FY 2017-18	FY 2018-19	FY 2019-20		FY 2020-21
00204	Alameda County	Pavement Preservation - Various Roadways in Central Unincorporated Alameda County	STP/CMAQ	LSR	PE/Env	100		100				100
00204	Alameda County	Pavement Preservation - Various Roadways in Central Unincorporated Alameda County	STP/CMAQ	LSR	CON-CAP	2,071			2,071			2,071
00205	Alameda County	Pavement Preservation - Various Roadways in Rural Unincorporated Alameda County (FAS)	STP/CMAQ	LSR	PE/Env	100		100				100
00205	Alameda County	Pavement Preservation - Various Roadways in Rural Unincorporated Alameda County (FAS)	STP/CMAQ	LSR	CON-CAP	1,679			1,679			1,679
00217	Alameda County / LAVTA	Dublin/Pleasanton BART Parking Expansion ¹	2014 MBB	TEP-19	Various							
00217	Alameda County / LAVTA	Dublin/Pleasanton BART Parking Expansion	SB-1	SLLP	Various	3,500				3,500		
00217	Alameda County / LAVTA	Dublin/Pleasanton BART Parking Expansion	2010 VRF	Disc-Transit	Various	3,500				3,500		
00002	Alameda CTC	Planning, Programming and Monitoring	STIP	RIP	CON-CAP							
00013	Alameda CTC	FY 15-16 Program Manager Funds - Cities/County Shares	TFCA	Prog Mgr	Various							
00019	Alameda CTC	Countywide Bicycle Pedestrian Planning/Promotion	2000 MB	Disc-BP	Various	540	235	61	61	61	61	357
00033	Alameda CTC	Transportation Services for Hospital Discharge and Wheelchair/Scooter Breakdown	2000 MB	Disc-PT	O&M	495	210	95	95	95		400
00053	Alameda CTC	Affordable Student Transit Pass Programs	2014 MBB	TEP-08	O&M	15,000	15,000					15,000
00054	Alameda CTC	Affordable Transit for Seniors and People with Disabilities - Needs Assessment	2014 MBB	TEP-12	Planning / Scoping	500	500					500
00063	Alameda CTC	Railroad Corridor Right of Way Preservation and Track Improvements -	2014 MBB	TEP-23	Planning / Scoping							

Alameda CTC Comprehensive Investment Plan Technical Detail: Five-Year Programming Horizon with Two-Year Allocation Plan 2018 CIP Programming and Allocations					Programming and Allocations (\$ x 1,000)							
CIP ID	Sponsor	Project Title	Fund Source	Fund Subset	Phase	Programmed Amount	Prior Allocations	Two-Year Allocation Plan			Total Allocated (Thru 18-19)	
							Prior To FY2017-18 (April 2017)	FY 2017-18	FY 2018-19	FY 2019-20		FY 2020-21
00069	Alameda CTC	I-80 Gilman Street Interchange Improvements	2014 MBB	TEP-29	PE/Env	3,000	3,000					3,000
00069	Alameda CTC	I-80 Gilman Street Interchange Improvements	2014 MBB	TEP-29	Final Design (PS&E)	6,600		6,600				6,600
00069	Alameda CTC	I-80 Gilman Street Interchange Improvements	2014 MBB	TEP-29	ROW-CAP	2,400		2,400				2,400
00070	Alameda CTC	I-80 Ashby Interchange Improvements	2014 MBB	TEP-30	Planning / Scoping	100	100					100
00070	Alameda CTC	I-80 Ashby Interchange Improvements	2014 MBB	TEP-30	PE/Env	4,000	4,000					4,000
00070	Alameda CTC	I-80 Ashby Interchange Improvements	2014 MBB	TEP-30	Final Design (PS&E)	5,500		5,500				5,500
00071	Alameda CTC	SR-84/I-680 Interchange and SR-84 Widening	2014 MBB	TEP-31	PE/Env	4,000	4,000					4,000
00071	Alameda CTC	SR-84/I-680 Interchange and SR-84 Widening	2014 MBB	TEP-31	Final Design (PS&E)	16,500			16,500			16,500
00071	Alameda CTC	SR-84/I-680 Interchange and SR-84 Widening	2014 MBB	TEP-31	ROW-CAP	20,000			10,000	10,000		10,000
00072	Alameda CTC	SR-84 Expressway Widening (Pigeon Pass to Jack London)	2014 MBB	TEP-32	CON-CAP	10,000	10,000					10,000
00073	Alameda CTC	I-580/I-680 Interchange Improvements (Study Only)	2014 MBB	TEP-33	Planning / Scoping	1,000	1,000					1,000
00075	Alameda CTC	I-680 Sunol Express Lanes: SR-237 to SR84	2014 MBB	TEP-35	Final Design (PS&E)	5,000	5,000					5,000
00075	Alameda CTC	I-680 Sunol Express Lanes: SR-237 to SR84	2014 MBB	TEP-35	CON-CAP	15,000	15,000					15,000
00076	Alameda CTC	I-880 NB HOV/HOT Extension from A Street to Hegenberger	2014 MBB	TEP-36	Planning / Scoping	100	100					100

Alameda CTC Comprehensive Investment Plan Technical Detail: Five-Year Programming Horizon with Two-Year Allocation Plan 2018 CIP Programming and Allocations					Programming and Allocations (\$ x 1,000)							
					Phase	Programmed Amount	Prior Allocations	Two-Year Allocation Plan			Total Allocated (Thru 18-19)	
CIP ID	Sponsor	Project Title	Fund Source	Fund Subset			Prior To FY2017-18 (April 2017)	FY 2017-18	FY 2018-19	FY 2019-20		FY 2020-21
00077	Alameda CTC	I-880 Whipple Road/Industrial Parkway Southwest Interchange Improvements	2014 MBB	TEP-38	Planning / Scoping	925	925					925
00077	Alameda CTC	I-880 Whipple Road/Industrial Parkway Southwest Interchange Improvements	2014 MBB	TEP-38	PE/Env	4,750		4,750				4,750
00078	Alameda CTC	I-880 Industrial Parkway Interchange West Improvements	2014 MBB	TEP-39	Planning / Scoping	825	825					825
00078	Alameda CTC	I-880 Industrial Parkway Interchange West Improvements	2014 MBB	TEP-39	PE/Env	4,750		4,750				4,750
00081	Alameda CTC	East Bay Greenway: Lake Merritt BART to South Hayward BART	ATP	State	PE/Env							
00081	Alameda CTC	East Bay Greenway: Lake Merritt BART to South Hayward BART	2014 MBB	TEP-42	PE/Env	3,500	3,500					3,500
00081	Alameda CTC	East Bay Greenway: Lake Merritt BART to South Hayward BART	2014 MBB	TEP-42	Final Design (PS&E)	12,000			12,000			
00084	Alameda CTC	East-West Connector in Fremont & Union City	STIP	RIP	CON-CAP							
00084	Alameda CTC	East-West Connector in Fremont & Union City	1986 MB	MB226	CON-CAP	89,000	89,000					89,000
00117	Alameda CTC	I-680 Sunol SB Express Lane	2000 MB	08A	O&M	4,500	4,500					4,500
00117	Alameda CTC	I-680 Sunol SB Express Lane	2000 MB	08A	CON-CAP	20,000	20,000					20,000
00118	Alameda CTC	I-680 Sunol Express Lanes	2000 MB	08B	Final Design (PS&E)	4,500	4,500					4,500
00118	Alameda CTC	I-680 Sunol Express Lanes	2014 MBB	TEP-35	CON-CAP	20,000		20,000				20,000
00118	Alameda CTC	I-680 Sunol Express Lanes	2000 MB	08B	CON-CAP	100,000	100,000					100,000

Alameda CTC Comprehensive Investment Plan Technical Detail: Five-Year Programming Horizon with Two-Year Allocation Plan 2018 CIP Programming and Allocations					Programming and Allocations (\$ x 1,000)							
CIP ID	Sponsor	Project Title	Fund Source	Fund Subset	Phase	Programmed Amount	Prior Allocations	Two-Year Allocation Plan			Total Allocated (Thru 18-19)	
							Prior To FY2017-18 (April 2017)	FY 2017-18	FY 2018-19	FY 2019-20		FY 2020-21
00120	Alameda CTC	Alameda County Rail Strategy Study	2014 MBB	TEP-27	Planning / Scoping	250	250					250
00128	Alameda CTC	Port - Intelligent Transportation System (ITS) and Technology Plan	2014 MBB	TEP-41	PE/Env							
00129	Alameda CTC	Middle Harbor Road Improvements	2014 MBB	TEP-27	PE/Env							
00130	Alameda CTC	7th Street Grade Separation, West and East	2014 MBB	TEP-27	PE/Env							
00130	Alameda CTC	7th Street Grade Separation, West and East	2014 MBB	TEP-27	Final Design (PS&E)							
00131	Alameda CTC	I-580 Freeway Corridor Management System (FCMS)	2014 MBB	TEP-26	Planning / Scoping	5,000	5,000					5,000
00132	Alameda CTC	San Pablo Avenue (SR 123) Multi-Modal Corridor Project	2014 MBB	TEP-26	Planning / Scoping	4,000	3,000		1,000			4,000
00133	Alameda CTC	Telegraph Avenue Multi-Modal Corridor Project	2014 MBB	TEP-26	Planning / Scoping							
00134	Alameda CTC	University Avenue Multi-Modal Corridor Project	2014 MBB	TEP-26	Planning / Scoping							
00135	Alameda CTC	Ashby (SR 13) Avenue Multi-Modal Corridor Project	2014 MBB	TEP-26	Planning / Scoping							
00136	Alameda CTC	I-880/23rd-29th Avenue Interchange Improvements	2014 MBB	TEP-40	CON-CAP	8,000	5,000	3,000				8,000
00138	Alameda CTC	I-880/Winton Avenue and A Street Interchanges	2014 MBB	TEP-40	Planning / Scoping	1,808	1,500	308				1,808
00138	Alameda CTC	I-880/Winton Avenue and A Street Interchanges	2014 MBB	TEP-40	PE/Env	3,500			3,500			3,500
00139	Alameda CTC	South County Access (SR 262/Mission Blvd Cross Connector)	2014 MBB	TEP-40	Planning / Scoping	1,500	1,500					1,500

Alameda CTC Comprehensive Investment Plan Technical Detail: Five-Year Programming Horizon with Two-Year Allocation Plan 2018 CIP Programming and Allocations					Programming and Allocations (\$ x 1,000)								
CIP ID	Sponsor	Project Title	Fund Source	Fund Subset	Phase	Programmed Amount	Prior Allocations	Two-Year Allocation Plan			Total Allocated (Thru 18-19)		
							Prior To FY2017-18 (April 2017)	FY 2017-18	FY 2018-19	FY 2019-20		FY 2020-21	FY 2021-22
00139	Alameda CTC	South County Access (SR 262/Mission Blvd Cross Connector)	2014 MBB	TEP-40	PE/Env	7,500			7,500				7,500
00142	Alameda CTC	Scoping: I-580 ICM	2014 MBB	TEP-26	Planning / Scoping								
00155	Alameda CTC	7th Street Grade Separation and Port Arterial Improvements Project	2014 MBB	TEP-27	PE/Env	35,020	15,000	20,020					35,020
00155	Alameda CTC	7th Street Grade Separation and Port Arterial Improvements Project	2014 MBB	TEP-27	Final Design (PS&E)	18,000	18,000						18,000
00156	Alameda CTC	Modal Plans Implementation: E. 14th and Mission Blvd Corridors	2014 MBB	TEP-26	Various	1,500	1,500						1,500
00157	Alameda CTC	Modal Plans Implementation: Alameda Countywide Goods Movement Plan	2014 MBB	TEP-41	Various	300	300						300
00158	Alameda CTC	Modal Plans Implementation: Alameda Countywide Transit Plan Implementation	2010 VRF	Disc-Transit	Various	300	300						300
00159	Alameda CTC	Matching Program for Last Mile Connection Technology Programs	2014 MBB	TEP-46	Various	200	200						200
00161	Alameda CTC	Overall Planning/Monitoring Services	2014 MBB	TEP-46	Various	100	100						100
00163	Alameda CTC	Countywide Bicycling, Transit and Carpool Promotion Programs	TFCA	Prog Mgr	Various	210	210						210
00174	Alameda CTC	Alameda County Guaranteed Ride Home and Countywide TDM Information Services Program	TFCA	Prog Mgr	Various	270	270						270
00178	Alameda CTC	Sustainable Communities Technical Assistance Program (SCTAP)	2000 MB	Disc-TCD	Planning / Scoping	200	200						200
00192	Alameda CTC	Transportation Demand Management (TDM) Program	TFCA	Prog Mgr.	O&M	420	105	294	21				420
00192	Alameda CTC	Transportation Demand Management (TDM) Program	2014 MBB	TEP-45	O&M	434		255	179				434

Alameda CTC Comprehensive Investment Plan Technical Detail: Five-Year Programming Horizon with Two-Year Allocation Plan 2018 CIP Programming and Allocations					Programming and Allocations (\$ x 1,000)							
CIP ID	Sponsor	Project Title	Fund Source	Fund Subset	Phase	Programmed Amount	Prior Allocations	Two-Year Allocation Plan			Total Allocated (Thru 18-19)	
							Prior To FY2017-18 (April 2017)	FY 2017-18	FY 2018-19	FY 2019-20		FY 2020-21
00206	Alameda CTC	Comprehensive Multimodal Monitoring	2010 VRF	Disc-Transit	Planning / Scoping	1,250		800	450			1,250
00207	Alameda CTC	Corridor Studies Implementation	2010 VRF	Disc-Transit	Planning / Scoping	2,000			2,000			2,000
00207	Alameda CTC	Corridor Studies Implementation	2014 MBB	TEP-26	Planning / Scoping	6,000	4,500		1,500			6,000
00207	Alameda CTC	Corridor Studies Implementation	2010 VRF	Disc-Transit	PE/Env	3,000				3,000		
00208	Alameda CTC	Alameda County Safe Routes to School Program	2000 MB	Disc-BP	O&M	1,090		1,090				1,090
00208	Alameda CTC	Alameda County Safe Routes to School Program	2000 MB	Disc-BP	CON-CAP	1,500				500	500	500
00208	Alameda CTC	Alameda County Safe Routes to School Program	CMA-TIP	Other	CON-CAP	200		100	100			200
00208	Alameda CTC	Alameda County Safe Routes to School Program	STP/CMAQ	STP/CMAQ	O&M	8,372	1,073	7,299				8,372
00209	Alameda CTC	Goods Movement Emissions Reduction Program	2014 MBB	TEP-27	O&M	6,000		1,500	1,500	1,500	1,500	3,000
00210	Alameda CTC	I-680 Sunol Express Lanes: SR84 to Alcosta	2014 MBB	TEP-35	PE/Env	7,500		6,000	1,500			7,500
00211	Alameda CTC	NextGen Technology Pilot Initiative	2014 MBB	TEP-46	Planning / Scoping	1,000		1,000				1,000
00278	Alameda CTC	I-580 Toll System Upgrade	I-580 Toll Revenue	Toll Revenue	Planning / Scoping	405		405				405
00278	Alameda CTC	I-580 Toll System Upgrade	I-580 Toll Revenue	Toll Revenue	CON-CAP	10,175		10,175				10,175
00279	Alameda CTC	I-880 Davis Street Interchange	2014 MBB	TEP-26	Final Design (PS&E)	151		151				151

Alameda CTC Comprehensive Investment Plan Technical Detail: Five-Year Programming Horizon with Two-Year Allocation Plan 2018 CIP Programming and Allocations					Programming and Allocations (\$ x 1,000)							
CIP ID	Sponsor	Project Title	Fund Source	Fund Subset	Phase	Programmed Amount	Prior Allocations	Two-Year Allocation Plan			Total Allocated (Thru 18-19)	
							Prior To FY2017-18 (April 2017)	FY 2017-18	FY 2018-19	FY 2019-20		FY 2020-21
00279	Alameda CTC	I-880 Davis Street Interchange	2014 MBB	TEP-26	CON-CAP	389		389				389
00280	Alameda CTC	Toll Revenue Forecasting	I-580 Toll Revenue	Toll Revenue	Planning / Scoping	330		330				330
00176	Alameda CTC	Countywide SR2S Program (FY 16/17 and FY 17/18)	TFCA	Prog Mgr	O&M	100	100					100
00113	Albany	Complete Streets for San Pablo Ave/Buchanan St.	ATP	State	Final Design (PS&E)							
00164	Albany	Marin Ave Class 2 Bike Lane Gap Closure	TFCA	Prog Mgr	Various	95	95					95
00213	Albany	Buchanan Bikeway Phase III	2000 MB	Disc-BP	CON-CAP	600		600				600
00214	Albany	San Pablo Avenue and Buchanan Street Pedestrian Improvements	STP/CMAQ	LSR	CON-CAP	340				340		
00021	ASEB	Special Transportation Services for Individuals with Dementia	2000 MB	Disc-PT	O&M	400	400					400
00005	BART	A Quicker, Safer Trip to the Library to Promote Literacy (Oakland Public Library)	Lifeline	STA	O&M	250	250					250
00058	BART	Irvington BART Station	2014 MBB	TEP-17	Planning / Scoping	2,760	2,760					2,760
00059	BART	Bay Fair Connector/BART Metro	2014 MBB	TEP-18	Planning / Scoping	100	100					100
00060	BART	BART Station Modernization and Capacity Program - Scoping	2014 MBB	TEP-19	Planning / Scoping							
00060	BART	BART Station Modernization and Capacity Program - Scoping	STIP	RIP	CON-CAP							
00083	BART	Downtown Berkeley BART Plaza/Transit Area Improvements	STIP	RIP	CON-CAP							

Alameda CTC Comprehensive Investment Plan Technical Detail: Five-Year Programming Horizon with Two-Year Allocation Plan 2018 CIP Programming and Allocations					Programming and Allocations (\$ x 1,000)							
CIP ID	Sponsor	Project Title	Fund Source	Fund Subset	Phase	Programmed Amount	Prior Allocations	Two-Year Allocation Plan			Total Allocated (Thru 18-19)	
							Prior To FY2017-18 (April 2017)	FY 2017-18	FY 2018-19	FY 2019-20		FY 2020-21
00172	BART	BART West Oakland Bike Locker Plaza	TFCA	Prog Mgr	Various	55	55					55
00215	BART	BART to Livermore	TCRP	TCRP	PE/Env	1,700		1,700				1,700
00215	BART	BART to Livermore	2014 MBB	TEP-20	PE/Env							
00215	BART	BART to Livermore	2000 MB	26	PE/Env	1,400	1,400					1,400
00216	BART	Bay Fair Connection ²	2014 MBB	TEP-18	Planning / Scoping	500		500				500
00216	BART	Bay Fair Connection ²	2014 MBB	TEP-18	PE/Env	5,000			5,000			5,000
00089	Berkeley	Shattuck Complete Streets and Decouplet	OBAG	STP	CON-CAP	2,777	2,777					2,777
00097	Berkeley	Hearst Avenue Complete Streets	OBAG	STP	CON-CAP	2,256	2,256					2,256
00107	Berkeley	LeConte Elementary Safe Routes to School Improvements	ATP	Reg	Final Design (PS&E)							
00108	Berkeley	LeConte Elementary Safe Routes to School Improvements	ATP	Reg	CON-CAP							
00165	Berkeley	Berkeley Citywide Bicycle Parking Program	TFCA	Prog Mgr	Various	137	137					137
00177	Berkeley	Hearst Ave Complete Streets	TFCA	Prog Mgr	CON-CAP	88	88					88
00184	Berkeley	Berkeley Citywide Bike Parking Program	TFCA	Prog Mgr	CON-CAP	180		180				180
00218	Berkeley	9th Street Bicycle Boulevard Pathway Extension Phase II	2010 VRF	Disc-BP	PE/Env	29		29				29

Alameda CTC Comprehensive Investment Plan Technical Detail: Five-Year Programming Horizon with Two-Year Allocation Plan 2018 CIP Programming and Allocations					Programming and Allocations (\$ x 1,000)							
CIP ID	Sponsor	Project Title	Fund Source	Fund Subset	Phase	Programmed Amount	Prior Allocations	Two-Year Allocation Plan			Total Allocated (Thru 18-19)	
							Prior To FY2017-18 (April 2017)	FY 2017-18	FY 2018-19	FY 2019-20		FY 2020-21
00218	Berkeley	9th Street Bicycle Boulevard Pathway Extension Phase II	2010 VRF	Disc-BP	Planning / Scoping	49		49				49
00218	Berkeley	9th Street Bicycle Boulevard Pathway Extension Phase II	2010 VRF	Disc-BP	Final Design (PS&E)	59		59				59
00218	Berkeley	9th Street Bicycle Boulevard Pathway Extension Phase II	2010 VRF	Disc-BP	CON-CAP	613			613			613
00220	Berkeley	Milvia Bikeway Project	2000 MB	Disc-BP	PE/Env	350		350				350
00221	Berkeley	North Shattuck Avenue Rehabilitation	STP/CMAQ	LSR	CON-CAP							
00222	Berkeley	Railroad Crossing Safety Improvement Project	2014 MBB	TEP-27	PE/Env	500			500			500
00222	Berkeley	Railroad Crossing Safety Improvement Project	2014 MBB	TEP-27	Final Design (PS&E)	1,020				1,020		
00223	Berkeley	Southside Complete Streets & Transit Improvements (Telegraph, Bancroft, Dana, Fulton)	STP/CMAQ	STP/CMAQ	PE/Env	387		387				387
00223	Berkeley	Southside Complete Streets & Transit Improvements (Telegraph, Bancroft, Dana, Fulton)	STP/CMAQ	STP/CMAQ	Final Design (PS&E)	613			613			613
00223	Berkeley	Southside Complete Streets & Transit Improvements (Telegraph, Bancroft, Dana, Fulton)	STP/CMAQ	STP/CMAQ	CON-CAP	7,335			6,121		1,214	6,121
00022	BORP	Accessible Group Trip Transportation for Youth and Adults with Disabilities	2000 MB	Disc-PT	O&M	568	568					568
00269	BORP	Accessible Group Trip Transportation for Youth and Adults with Disabilities (FY 17/18 and FY 18/19)	2014 MBB	TEP-12	O&M	318		159	159			318
00085	Caltrans	SR 84 Expressway Widening	STIP	RIP	CON-CAP							
00086	Caltrans	SR 84 Expressway Widening	STIP	RIP	CON-Support							

Alameda CTC Comprehensive Investment Plan Technical Detail: Five-Year Programming Horizon with Two-Year Allocation Plan 2018 CIP Programming and Allocations					Programming and Allocations (\$ x 1,000)							
CIP ID	Sponsor	Project Title	Fund Source	Fund Subset	Phase	Programmed Amount	Prior Allocations		Two-Year Allocation Plan			Total Allocated (Thru 18-19)
							Prior To FY2017-18 (April 2017)		FY 2017-18	FY 2018-19	FY 2019-20	
00065	CCJPA	Capitol Corridor Service Expansion	2014 MBB	TEP-25	Planning / Scoping							
00023	CIL	Mobility Matters Project	2000 MB	Disc-PT	O&M	679	679					679
00270	CIL	Community Connections: A Mobility Management Partnership (CoCo) (FY 17/18 and FY 18/19)	2000 MB	Disc-PT	O&M	500		250	250			500
00173	CSU East Bay	CSUEB Campus Shuttle II, FYs 15/16 (non-peak) & 16/17 (all hrs)	TFCA	Prog Mgr	Various	123	123					123
00182	CSU East Bay	CSUEB/Hayward BART - 2nd Shuttle Operations (FY 17/18 - 18/19)	TFCA	Prog Mgr	O&M	128	128					128
00274	Drivers for Survivors	Drivers for Survivors Volunteer Driver Program (FY 17/18 and FY 18/19)	2014 MBB	TEP-12	O&M	220		110	110			220
00052	Dublin	Iron Horse Transit Route - Dougherty Road	2000 MB	09	CON-CAP	6,267	6,267					6,267
00090	Dublin	Dublin Boulevard Preservation	OBAG	STP	CON-CAP	470	470					470
00123	Dublin	Dougherty Rd Widening (from 4 to 6 Lns) (Dublin - CCC line)	2014 MBB	TEP-26	CON-CAP	11,200	11,200					11,200
00124	Dublin	Dublin Blvd. Widening, WB from 2 to 3 Lns (Sierra Ct-Dougherty Rd)	2014 MBB	TEP-26	CON-CAP	3,000	3,000					3,000
00166	Dublin	San Ramon Road Arterial Mgmt	TFCA	Prog Mgr	Various	146	146					146
00224	Dublin	City of Dublin Street Rehab	STP/CMAQ	LSR	CON-CAP	661				661		
00225	Dublin	Dublin Boulevard - North Canyons Parkway Extension ³	2014 MBB	TEP-26	PE/Env	2,374		2,374				2,374
00225	Dublin	Dublin Boulevard - North Canyons Parkway Extension ³	2014 MBB	TEP-26	Final Design (PS&E)	5,374			5,374			5,374

Alameda CTC Comprehensive Investment Plan Technical Detail: Five-Year Programming Horizon with Two-Year Allocation Plan 2018 CIP Programming and Allocations					Programming and Allocations (\$ x 1,000)							
CIP ID	Sponsor	Project Title	Fund Source	Fund Subset	Phase	Programmed Amount	Prior Allocations	Two-Year Allocation Plan			Total Allocated (Thru 18-19)	
							Prior To FY2017-18 (April 2017)	FY 2017-18	FY 2018-19	FY 2019-20		FY 2020-21
00226	Dublin	Iron Horse Trail Crossing at Dublin Boulevard	2014 MBB	TEP-42	PE/Env	166		166				166
00226	Dublin	Iron Horse Trail Crossing at Dublin Boulevard	2014 MBB	TEP-42	Final Design (PS&E)	1,128			1,128			1,128
00227	EBRPD	San Francisco Bay Trail - Albany Beach to Buchanan	2014 MBB	TEP-42	CON-CAP	642		642				642
00228	EBRPD	San Francisco Bay Trail - Doolittle Drive	2014 MBB	TEP-42	CON-CAP	2,833			2,833			2,833
00273	Eden I&R	Mobility Management Through 211 Alameda County (FY 17/18 and FY 18/19)	2000 MB	Disc-PT	O&M	296		144	152			296
00024	Emeryville	8-To-Go Demand Response Door to Door Shuttle	2000 MB	Disc-PT	O&M	174	174					174
00098	Emeryville	Emeryville - Hollis Street Preservation	OBAG	STP	CON-CAP							
00141	Emeryville	South Bayfront Bridge	2014 MBB	TEP-44	CON-CAP							
00141	Emeryville	South Bayfront Bridge	2000 MB	Disc-BP	CON-CAP	1,895		1,895				1,895
00141	Emeryville	South Bayfront Bridge	TFCA	Prog Mgr	CON-CAP	105			105			105
00185	Emeryville	Bay Area Bike Share (BABS) Expansion to Emeryville	TFCA	Prog Mgr	CON-CAP	180		180				180
00230	Emeryville	Emery Go Round General Benefit Operations	2014 MBB	TEP-45	O&M	2,500		500	500	500	500	1,000
00231	Emeryville	Frontage Road, 65th Street and Powell Street Slurry Seal	STP/CMAQ	LSR	CON-CAP	225				225		
00232	Emeryville	North Hollis Parking and Transportation Demand Management (TDM) Program	2000 MB	Disc-TCD	CON-CAP	930			930			930

Alameda CTC Comprehensive Investment Plan Technical Detail: Five-Year Programming Horizon with Two-Year Allocation Plan 2018 CIP Programming and Allocations					Programming and Allocations (\$ x 1,000)							
CIP ID	Sponsor	Project Title	Fund Source	Fund Subset	Phase	Programmed Amount	Prior Allocations	Two-Year Allocation Plan			Total Allocated (Thru 18-19)	
							Prior To FY2017-18 (April 2017)	FY 2017-18	FY 2018-19	FY 2019-20		FY 2020-21
00271	Emeryville	8-To-Go: A City Based Door-to-Door Paratransit Service (FY 17/18 and FY 18/19)	2014 MBB	TEP-12	O&M	70		35	35			70
00284	Emeryville	Quiet Zone safe Engineering Measures on 65th, 66th and 67th Streets (TCEP Match)	2014 MBB	TEP-41	CON-CAP	1,800			1,800			1,800
00025	Fremont	Tri-City Mobility Management and Travel Training Program	2000 MB	Disc-PT	O&M	450	450					450
00026	Fremont	Tri-City Volunteer Driver Programs	2000 MB	Disc-PT	O&M	550	550					550
00027	Fremont	Tri-City Taxi Voucher Program	2000 MB	Disc-PT	O&M	450	450					450
00091	Fremont	Fremont City Center Multi-Modal Improvements	OBAG	STP	CON-CAP	1,288	1,288					1,288
00140	Fremont	Warm Springs BART Station - West Side Access	2014 MBB	TEP-45	CON-CAP	25,000	25,000					25,000
00140	Fremont	Warm Springs BART Station - West Side Access	2014 MBB	TEP-21	CON-CAP	5,000		5,000				5,000
00143	Fremont	Scoping: Route 84 Relinquishment and Centerville Streetscape on Fremont Blvd.	2014 MBB	TEP-26	Planning / Scoping	50	50					50
00152	Fremont	Scoping: Union Pacific Railroad Trail Corridor (South Portion of East Bay Greenway)	2014 MBB	TEP-42	Planning / Scoping	50	50					50
00153	Fremont	Scoping: Fremont BART Station West Side Enhancement	2014 MBB	TEP-45	Planning / Scoping	50	50					50
00154	Fremont	Scoping: I-880 Bike and Ped Bridge and Trail Connector to Warm Springs BART Station to Bay Trail	2014 MBB	TEP-45	Planning / Scoping	50	50					50
00179	Fremont	South Fremont Arterial Management (FY 17/18 - 18/19)	TFCA	Prog Mgr	CON-CAP	425	425					425
00186	Fremont	Fremont Signal Timing Optimization: Paseo Padre Pkwy, Fremont Blvd, Decoto Rd, and Auto Mall Pkwy	TFCA	Prog Mgr	CON-CAP	646		646				646

Alameda CTC Comprehensive Investment Plan Technical Detail: Five-Year Programming Horizon with Two-Year Allocation Plan 2018 CIP Programming and Allocations					Programming and Allocations (\$ x 1,000)							
CIP ID	Sponsor	Project Title	Fund Source	Fund Subset	Phase	Programmed Amount	Prior Allocations	Two-Year Allocation Plan			Total Allocated (Thru 18-19)	
							Prior To FY2017-18 (April 2017)	FY 2017-18	FY 2018-19	FY 2019-20		FY 2020-21
00233	Fremont	City of Fremont Pavement Rehabilitation Project	STP/CMAQ	LSR	CON-CAP	2,760					2,760	
00234	Fremont	Complete Streets Upgrade of Relinquished SR 84 in Centerville PDA	STP/CMAQ	STP/CMAQ	PE/Env	386		386				386
00234	Fremont	Complete Streets Upgrade of Relinquished SR 84 in Centerville PDA	STP/CMAQ	STP/CMAQ	Final Design (PS&E)	799			799			799
00234	Fremont	Complete Streets Upgrade of Relinquished SR 84 in Centerville PDA	STP/CMAQ	STP/CMAQ	CON-CAP	6,510					6,510	
00235	Fremont	East Bay Greenway Trail Reach 6 (Innovation District to Bay Trail)	2014 MBB	TEP-42	PE/Env	1,901		1,901				1,901
00235	Fremont	East Bay Greenway Trail Reach 6 (Innovation District to Bay Trail)	2014 MBB	TEP-42	Final Design (PS&E)	3,553			3,553			3,553
00236	Fremont	Safe and Smart Corridor Along Fremont Boulevard	2014 MBB	TEP-26	PE/Env	443		443				443
00236	Fremont	Safe and Smart Corridor Along Fremont Boulevard	2014 MBB	TEP-26	Final Design (PS&E)	1,328			1,328			1,328
00236	Fremont	Safe and Smart Corridor Along Fremont Boulevard	2014 MBB	TEP-26	CON-CAP	7,525					7,525	
00238	Fremont	Walnut Avenue Protected Bikeway in City Center/Downtown PDA	2014 MBB	TEP-45	CON-CAP	5,000			5,000			5,000
00272	Fremont	Tri-City Mobility Management and Travel Training Program (FY 17/18 and FY 18/19)	2000 MB	Disc-PT	O&M	298		149	149			298
00092	Hayward	Hayward - Industrial Boulevard Preservation	OBAG	STP	CON-CAP	1,265	1,265					1,265
00126	Hayward	Mission Blvd. Phases 2 & 3 (Complete Streets)	2014 MBB	TEP-26	Util Relocation							
00126	Hayward	Mission Blvd. Phases 2 & 3 (Complete Streets)	2014 MBB	TEP-26	CON-CAP	21,500	9,500	12,000				21,500

Alameda CTC Comprehensive Investment Plan Technical Detail: Five-Year Programming Horizon with Two-Year Allocation Plan 2018 CIP Programming and Allocations					Programming and Allocations (\$ x 1,000)							
CIP ID	Sponsor	Project Title	Fund Source	Fund Subset	Phase	Programmed Amount	Prior Allocations	Two-Year Allocation Plan			Total Allocated (Thru 18-19)	
							Prior To FY2017-18 (April 2017)	FY 2017-18	FY 2018-19	FY 2019-20		FY 2020-21
00240	Hayward	First Mile/Last Mile BART Shuttle Operations	2014 MBB	TEP-45	O&M							
00241	Hayward	Main Street Complete Street Project	STP/CMAQ	STP/CMAQ	Final Design (PS&E)	175		175				175
00241	Hayward	Main Street Complete Street Project	STP/CMAQ	STP/CMAQ	CON-CAP	1,500			1,500			1,500
00242	Hayward	SR-92 Clawiter-Whitesell Interchange	2014 MBB	TEP-26	Planning / Scoping	440		440				440
00243	Hayward	Winton Avenue - Complete Street Project	STP/CMAQ	LSR	Final Design (PS&E)	88		88				88
00243	Hayward	Winton Avenue - Complete Street Project	STP/CMAQ	LSR	CON-CAP	1,662			1,662			1,662
00283	LARPD/TVC	Valley Trails Connection Project	CMA-TIP	Other	Various	110			110			110
00008	LAVTA	WHEELS Route 14 Operating Assistance	Lifeline	STA	O&M	388	388					388
00008	LAVTA	WHEELS Route 14 Operating Assistance	Lifeline	JARC	O&M	129	129					129
00160	LAVTA	Pilot Transit Program for Last Mile Connections	2000 MB	Disc-Transit	Various	100	100					100
00175	LAVTA	LAVTA Rte 30 BRT Operations, FYs 15/16 and 16/17	TFCA	Prog Mgr	Various	275	275					275
00183	LAVTA	LAVTA Rte 30R Operations (FY 17/18 - 18/19)	TFCA	Prog Mgr	O&M	318	318					318
00244	LAVTA	Pleasanton BRT Corridor Enhancement Project (Route 10R)	2000 MB	Disc-Transit	Final Design (PS&E)	152		152				152
00244	LAVTA	Pleasanton BRT Corridor Enhancement Project (Route 10R)	2000 MB	Disc-Transit	CON-CAP	1,262		1,262				1,262

Alameda CTC Comprehensive Investment Plan Technical Detail: Five-Year Programming Horizon with Two-Year Allocation Plan 2018 CIP Programming and Allocations					Programming and Allocations (\$ x 1,000)							
CIP ID	Sponsor	Project Title	Fund Source	Fund Subset	Phase	Programmed Amount	Prior Allocations	Two-Year Allocation Plan			Total Allocated (Thru 18-19)	
							Prior To FY2017-18 (April 2017)	FY 2017-18	FY 2018-19	FY 2019-20		FY 2020-21
00245	LAVTA	Wheels Forward/2020 Plan	2000 MB	Disc-Transit	Planning / Scoping	220					220	
00276	LAVTA	Para-Taxi Program (FY 17/18 and FY 18/19)	2014 MBB	TEP-12	O&M	40		18	22			40
00275	LIFE ElderCare	VIP Rides Program (FY 17/18 and FY 18/19)	2014 MBB	TEP-12	O&M	275		103	172			275
00109	Livermore	Livermore Marylin Avenue Safe Routes to School	ATP	Reg	Final Design (PS&E)							
00110	Livermore	Livermore Marylin Avenue Safe Routes to School	ATP	Reg	CON-CAP							
00189	Livermore	Iron Horse Trail Gap Closure (Isabel Avenue to Murrietta)	2014 MBB	TEP-42	PE/Env	20		20				20
00189	Livermore	Iron Horse Trail Gap Closure (Isabel Avenue to Murrietta)	2014 MBB	TEP-42	Planning / Scoping	30		30				30
00189	Livermore	Iron Horse Trail Gap Closure (Isabel Avenue to Murrietta)	2014 MBB	TEP-42	Final Design (PS&E)	160		160				160
00189	Livermore	Iron Horse Trail Gap Closure (Isabel Avenue to Murrietta)	TFCA	Prog Mgr.	CON-CAP	193			193			193
00189	Livermore	Iron Horse Trail Gap Closure (Isabel Avenue to Murrietta)	2014 MBB	TEP-42	CON-CAP	1,407			1,407			1,407
00246	Livermore	Livermore Annual Pavement Maintenance - MTS Routes	STP/CMAQ	LSR	CON-CAP	1,382				1,382		
00247	Livermore	Vasco Road/I-580 Interchange Improvements	2014 MBB	TEP-34	PE/Env	1,380		1,380				1,380
00001	MTC	Planning, Programming and Monitoring	STIP	RIP	CON-CAP							
00012	MTC	Improved Bike/Ped Access to East Span of SFOBB (Alameda Share)	STIP	RIP	CON-CAP							

Alameda CTC Comprehensive Investment Plan Technical Detail: Five-Year Programming Horizon with Two-Year Allocation Plan 2018 CIP Programming and Allocations					Programming and Allocations (\$ x 1,000)								
CIP ID	Sponsor	Project Title	Fund Source	Fund Subset	Phase	Programmed Amount	Prior Allocations	Two-Year Allocation Plan					Total Allocated (Thru 18-19)
							Prior To FY2017-18 (April 2017)	FY 2017-18	FY 2018-19	FY 2019-20	FY 2020-21	FY 2021-22	
00102	MTC	Regional Planning Activities and PPM - Alameda	OBAG	STP	PE/Env	1,034	1,034						1,034
00014	Multiple	FY 16-17 Through FY 19-20 Program Manager Funds - Cities/County Share	TFCA	Prog Mgr	Various								
00015	Multiple	FY 16-17 Through FY 19-20 Program Manager Funds - Transit Discretionary	TFCA	Prog Mgr	Various								
00016	Multiple	2000 MB Local Streets and Roads - Direct Local Distributions	2000 MB	DLD	Various								
00017	Multiple	2000 MB Bicycle/Pedestrian - Direct Local Distributions	2000 MB	DLD	Various								
00018	Multiple	2000 MB Bicycle/Pedestrian - Discretionary Program	2000 MB	Disc-BP	Various								
00020	Multiple	2000 MB Paratransit - Direct Local Distributions	2000 MB	DLD	Various								
00034	Multiple	2000 MB Paratransit - Discretionary (Estimated)	2000 MB	Disc-PT	Various								
00035	Multiple	2000 MB Mass Transit - Direct Local Distributions	2000 MB	DLD	Various								
00036	Multiple	2000 MB Express Bus - Discretionary	2000 MB	Disc-Transit	Various								
00037	Multiple	2000 MB Transit Center Development - Discretionary Program	2000 MB	Disc-TCD	Various								
00038	Multiple	2010 VRF Local Streets and Roads - Direct Local Distributions	2010 VRF	DLD	Various								
00039	Multiple	2010 VRF Transit - Discretionary	2010 VRF	Disc-Transit	Various								
00040	Multiple	2010 VRF Bicycle/Pedestrian Safety - Discretionary Funds	2010 VRF	Disc-BP	Various								

Alameda CTC Comprehensive Investment Plan Technical Detail: Five-Year Programming Horizon with Two-Year Allocation Plan 2018 CIP Programming and Allocations					Programming and Allocations (\$ x 1,000)								
CIP ID	Sponsor	Project Title	Fund Source	Fund Subset	Phase	Programmed Amount	Prior Allocations	Two-Year Allocation Plan					Total Allocated (Thru 18-19)
							Prior To FY2017-18 (April 2017)	FY 2017-18	FY 2018-19	FY 2019-20	FY 2020-21	FY 2021-22	
00041	Multiple	2010 VRF Local Transportation Technology - Discretionary	2010 VRF	Disc-Tech	Various								
00042	Multiple	2014 MBB Local Streets and Roads - Direct Local Distributions	2014 MBB	DLD	Various								
00043	Multiple	2014 MBB Mass Transit Services - Direct Local Distributions	2014 MBB	DLD	Various								
00044	Multiple	2014 MBB Transit Innovative Grants - Discretionary	2014 MBB	TEP-07	Various								
00045	Multiple	2014 MBB Bicycle/Pedestrian Safety - Direct Local Distributions	2014 MBB	DLD	Various								
00046	Multiple	2014 MBB Bicycle/Pedestrian Safety - Discretionary	2014 MBB	TEP-44	Various								
00047	Multiple	2014 MBB Transit - Direct Local Distributions	2014 MBB	DLD	Various								
00061	Multiple	Dumbarton Corridor Area Transportation Improvements - Scoping	2014 MBB	TEP-21	Planning / Scoping								
00066	Multiple	Congestion Relief, Local Bridge Seismic Safety - Scoping	2014 MBB	TEP-26	Planning / Scoping								
00068	Multiple	Countywide Freight Corridors - Scoping	2014 MBB	TEP-27	Planning / Scoping								
00074	Multiple	I-580 Local Interchange Improvement Program - Scoping	2014 MBB	TEP-34	Planning / Scoping								
00079	Multiple	I-880 Local Access and Safety Improvements - Scoping	2014 MBB	TEP-40	Planning / Scoping								
00080	Multiple	Gap Closure on Three Major Trails - Scoping	2014 MBB	TEP-42	Planning / Scoping								
00082	Multiple	Community Investments That Improve Transit Connections to Jobs and Schools - Scoping	2014 MBB	TEP-45	Planning / Scoping								

Alameda CTC Comprehensive Investment Plan Technical Detail: Five-Year Programming Horizon with Two-Year Allocation Plan 2018 CIP Programming and Allocations					Programming and Allocations (\$ x 1,000)							
CIP ID	Sponsor	Project Title	Fund Source	Fund Subset	Phase	Programmed Amount	Prior Allocations	Two-Year Allocation Plan			Total Allocated (Thru 18-19)	
							Prior To FY2017-18 (April 2017)	FY 2017-18	FY 2018-19	FY 2019-20		FY 2020-21
00003	N/A	Funding deprogrammed - project deleted	N/A	N/A	N/A							
00099	Newark	Enterprise Drive Complete Streets and Road Diet	OBAG	STP	CON-CAP	454	454					454
00116	Newark	Central Avenue Overpass	2000 MB	025	Final Design (PS&E)	2,765	2,765					2,765
00116	Newark	Central Avenue Overpass	2000 MB	025	CON-CAP	11,134			11,134			11,134
00116	Newark	Central Avenue Overpass	2000 MB	025	ROW-CAP	2,155			2,155			2,155
00248	Newark	Thornton Avenue Pavement Rehabilitation (I-880 to Olive Street)	STP/CMAQ	LSR	CON-CAP	592			592			592
00028	Oakland	Taxi-Up & Go Project	2000 MB	Disc-PT	O&M	362	362					362
00064	Oakland	Oakland Broadway Corridor Transit	2014 MBB	TEP-24	Planning / Scoping	600	600					600
00093	Oakland	Lake Merritt BART Bikeways	OBAG	STP	CON-CAP	571	571					571
00094	Oakland	Oakland Complete Streets	OBAG	STP	CON-CAP	3,384	3,384					3,384
00095	Oakland	Lakeside Complete Streets and Road Diet	OBAG	STP	CON-CAP	4,446	4,446					4,446
00095	Oakland	Lakeside Complete Streets and Road Diet	OBAG	CMAQ	CON-CAP	2,554	2,554					2,554
00100	Oakland	Oakland - Peralta and MLK Blvd Streetscape Phase I	OBAG	CMAQ	CON-CAP	5,452	5,452					5,452
00103	Oakland	7th Street West Oakland Transit Village, Phase II	OBAG	CMAQ	CON-CAP	3,288	3,288					3,288

Alameda CTC Comprehensive Investment Plan Technical Detail: Five-Year Programming Horizon with Two-Year Allocation Plan 2018 CIP Programming and Allocations					Programming and Allocations (\$ x 1,000)								
CIP ID	Sponsor	Project Title	Fund Source	Fund Subset	Phase	Programmed Amount	Prior Allocations	Two-Year Allocation Plan					Total Allocated (Thru 18-19)
							Prior To FY2017-18 (April 2017)	FY 2017-18	FY 2018-19	FY 2019-20	FY 2020-21	FY 2021-22	
00111	Oakland	Lake Merritt to Bay Trail Bike/Ped Bridge	ATP	Reg	Final Design (PS&E)								
00112	Oakland	Lake Merritt to Bay Trail Bike/Ped Bridge	ATP	Reg	ROW-CAP								
00114	Oakland	International Boulevard Improvement Project	ATP	State	CON-CAP								
00115	Oakland	Laurel Access to Mills, Maxwell Park and Seminary	ATP	State	CON-CAP								
00121	Oakland	Oakland Army Base Roadway Infrastructure Improvements	2014 MBB	TEP-26	CON-CAP	41,000	41,000						41,000
00122	Oakland	Oakland Army Base Infrastructure Improvements - Truck Parking	2014 MBB	TEP-26	CON-CAP	5,000	1,000	4,000					5,000
00125	Oakland	14th Ave Streetscape (3 phases) from E. 8th to Highland Hospital	2014 MBB	TEP-26	Final Design (PS&E)	1,300	1,300						1,300
00125	Oakland	14th Ave Streetscape (3 phases) from E. 8th to Highland Hospital	2014 MBB	TEP-26	CON-CAP	5,300		5,300					5,300
00137	Oakland	I-880/42nd-High Street Access Improvements	2014 MBB	TEP-40	CON-CAP	10,000			10,000				10,000
00167	Oakland	Broadway "B" Shuttle - Non-Peak (10am-3pm) Operations, FY 15/16	TFCA	Prog Mgr	Various	210	210						210
00168	Oakland	CityRacks, Phase 12	TFCA	Prog Mgr	Various	124	124						124
00180	Oakland	Broadway Shuttle Operations	2014 MBB	TEP-45	O&M	1,650		330	330	330	330	330	660
00180	Oakland	Broadway Shuttle Operations (FY 16/17 - 17/18)	TFCA	Prog Mgr	O&M	367	367						367
00187	Oakland	Oakland Citywide Bike Parking Program, Phase 13	TFCA	Prog Mgr	CON-CAP	100		100					100

Alameda CTC Comprehensive Investment Plan Technical Detail: Five-Year Programming Horizon with Two-Year Allocation Plan 2018 CIP Programming and Allocations					Programming and Allocations (\$ x 1,000)							
CIP ID	Sponsor	Project Title	Fund Source	Fund Subset	Phase	Programmed Amount	Prior Allocations	Two-Year Allocation Plan			Total Allocated (Thru 18-19)	
							Prior To FY2017-18 (April 2017)	FY 2017-18	FY 2018-19	FY 2019-20		FY 2020-21
00249	Oakland	27th Street Complete Streets	2014 MBB	TEP-45	PE/Env	776		776				776
00249	Oakland	27th Street Complete Streets	2014 MBB	TEP-45	Final Design (PS&E)	1,174			1,174			1,174
00251	Oakland	E 12th Street Bikeway	2000 MB	Disc-BP	Final Design (PS&E)	250		250				250
00251	Oakland	E 12th Street Bikeway	2000 MB	Disc-BP	CON-CAP	1,250			1,250			1,250
00252	Oakland	East Oakland Community Streets Plan	2014 MBB	TEP-45	Planning / Scoping	100		100				100
00253	Oakland	Fruitvale Ave Gap Closure	2014 MBB	TEP-44	CON-CAP	1,634				1,634		
00254	Oakland	Lakeside Family Streets	STP/CMAQ	STP/CMAQ	PE/Env	80		80				80
00254	Oakland	Lakeside Family Streets	STP/CMAQ	STP/CMAQ	Final Design (PS&E)	320		320				320
00254	Oakland	Lakeside Family Streets	STP/CMAQ	STP/CMAQ	CON-CAP	4,392				4,392		
00255	Oakland	Laurel Access to Mills, Maxwell Park and Seminary (LAMMPS) Streetscape	2010 VRF	Disc-BP	CON-CAP	2,500		2,500				2,500
00256	Oakland	MacArthur Smart City Corridor Project, Phase I	2014 MBB	TEP-46	Final Design (PS&E)	1,500			1,500			1,500
00256	Oakland	MacArthur Smart City Corridor Project, Phase I	2014 MBB	TEP-46	CON-CAP	9,500				9,500		
00257	Oakland	Coliseum Transit Hub	2010 VRF	Disc-Transit	Planning / Scoping	968		968				968
00257	Oakland	Coliseum Transit Hub	2010 VRF	Disc-Transit	Final Design (PS&E)	3,878			3,878			3,878

Alameda CTC Comprehensive Investment Plan Technical Detail: Five-Year Programming Horizon with Two-Year Allocation Plan 2018 CIP Programming and Allocations					Programming and Allocations (\$ x 1,000)							
CIP ID	Sponsor	Project Title	Fund Source	Fund Subset	Phase	Programmed Amount	Prior Allocations	Two-Year Allocation Plan			Total Allocated (Thru 18-19)	
							Prior To FY2017-18 (April 2017)	FY 2017-18	FY 2018-19	FY 2019-20		FY 2020-21
00258	Oakland	Oakland LSR Paving Program	STP/CMAQ	LSR	PE/Env	734		734				734
00258	Oakland	Oakland LSR Paving Program	STP/CMAQ	LSR	CON-CAP	4,161			4,161			4,161
00259	Oakland	OakMob Transportation Demand Management (TDM)	2014 MBB	TEP-45	O&M	215		215				215
00101	Piedmont	Piedmont Complete Streets (CS)	OBAG	STP	CON-CAP	129	129					129
00260	Piedmont	Oakland Avenue Improvements	STP/CMAQ	LSR	CON-CAP	168			168			168
00285	Piedmont	Piedmont LSR Exchange Projects	CMA-TIP	Other	CON-CAP							
00286	Piedmont	Oakland Avenue Pedestrian Bridge Railing Project	CMA-TIP	Other	CON-CAP	208			208			208
00029	Pleasanton	Downtown Route Shuttle (DTR)	2000 MB	Disc-PT	O&M	173	173					173
00104	Pleasanton	Pleasanton Complete Streets	OBAG	STP	CON-CAP	832	832					832
00169	Pleasanton	Pleasanton Trip Reduction Program, FYs 15/16 & 16/17	TFCA	Prog Mgr	Various	53	53					53
00181	Pleasanton	Bernal Ave Park and Ride Lot	2010 VRF	Disc-Transit	Final Design (PS&E)	136		136				136
00181	Pleasanton	Bernal Ave Park and Ride Lot	TFCA	Prog Mgr	CON-CAP	189	189					189
00181	Pleasanton	Bernal Ave Park and Ride Lot	2010 VRF	Disc-Transit	CON-CAP	776			776			776
00188	Pleasanton	Pleasanton Trip Reduction Program (FY 17/18 - 18/19)	TFCA	Prog Mgr	O&M	130		130				130

Alameda CTC Comprehensive Investment Plan Technical Detail: Five-Year Programming Horizon with Two-Year Allocation Plan 2018 CIP Programming and Allocations					Programming and Allocations (\$ x 1,000)							
CIP ID	Sponsor	Project Title	Fund Source	Fund Subset	Phase	Programmed Amount	Prior Allocations	Two-Year Allocation Plan			Total Allocated (Thru 18-19)	
							Prior To FY2017-18 (April 2017)	FY 2017-18	FY 2018-19	FY 2019-20		FY 2020-21
00261	Pleasanton	Hacienda PDA	2000 MB	Disc-TCD	Planning / Scoping							
00262	Pleasanton	Pavement Rehabilitation Hacienda Business Park	STP/CMAQ	LSR	CON-CAP	1,095				1,095		
00263	Pleasanton	Stoneridge at I-680 Interchange improvements	2014 MBB	TEP-26	CON-CAP	5,200				5,200		
00144	Port of Oakland	Scoping: Airport Drive Overlay	2014 MBB	TEP-26	Planning / Scoping	50	50					50
00145	Port of Oakland	Scoping: Port Terminal Seismic Monitoring Program	2014 MBB	TEP-26	Planning / Scoping	8	8					8
00146	Port of Oakland	Scoping: Port Area ITS Deployment	2014 MBB	TEP-27	Planning / Scoping	50	50					50
00147	Port of Oakland	Scoping: Middle Harbor Road Improvements	2014 MBB	TEP-27	Planning / Scoping	30	30					30
00148	Port of Oakland	Scoping: Port Terminal Lighting Upgrade	2014 MBB	TEP-27	Planning / Scoping	8	8					8
00149	Port of Oakland	Scoping: Outer Harbor Intermodal Terminal (OHIT) Phase 2	2014 MBB	TEP-27	Planning / Scoping	50	50					50
00150	Port of Oakland	Scoping: Airport Perimeter Dike	2014 MBB	TEP-27	Planning / Scoping	50	50					50
00151	Port of Oakland	Scoping: 7th Street Grade Separation East	2014 MBB	TEP-27	Planning / Scoping	10	10					10
00268	Port of Oakland	Adeline Street Bridge Reconstruction	2014 MBB	TEP-41	Planning / Scoping	50				50		
00067	San Leandro	San Leandro Streets Rehabilitation	2014 MBB	TEP-26	CON-CAP	30,000	3,000	6,000	7,000	7,000	7,000	16,000
00096	San Leandro	San Leandro Boulevard Preservation	OBAG	STP	CON-CAP	804	804					804

Alameda CTC Comprehensive Investment Plan Technical Detail: Five-Year Programming Horizon with Two-Year Allocation Plan 2018 CIP Programming and Allocations					Programming and Allocations (\$ x 1,000)								
CIP ID	Sponsor	Project Title	Fund Source	Fund Subset	Phase	Programmed Amount	Prior Allocations	Two-Year Allocation Plan			Total Allocated (Thru 18-19)		
							Prior To FY2017-18 (April 2017)	FY 2017-18	FY 2018-19	FY 2019-20		FY 2020-21	FY 2021-22
00170	San Leandro	San Leandro LINKS shuttle, FYs 15/16 and 16/17	TFCA	Prog Mgr	Various	50	50						50
00190	San Leandro	LINKS Shuttle (FY 17/18 - 18/19)	TFCA	Prog Mgr	O&M	130	104	26					130
00190	San Leandro	LINKS Shuttle Operations	2014 MBB	TEP-45	O&M	1,020		220	200	200	200	200	420
00264	San Leandro	E.14th St/Hesperian Blvd/150th Ave Intersection Improvements	2014 MBB	TEP-26	CON-CAP	1,821				1,821			
00265	San Leandro	Washington Avenue Rehabilitation	STP/CMAQ	LSR	PE/Env	73			73				73
00265	San Leandro	Washington Avenue Rehabilitation	STP/CMAQ	LSR	CON-CAP	975				975			
00030	SHS	Rides for Seniors	2000 MB	Disc-PT	O&M	278	278						278
00051	SJRRC	ACE Capital	2000 MB	01	Various	13,184	13,184						13,184
00031	SSPTV	Volunteer Assisted Senior Transportation Program	2000 MB	Disc-PT	O&M	331	331						331
00277	SSPTV	Volunteer Assisted Senior Transportation Program (FY 17/18 and FY 18/19)	2014 MBB	TEP-12	O&M	212		106	106				212
00011	TBD	Lifeline Cycle 5 (Estimated)	Lifeline	STA	Various								
00032	TBD	Gap funds for Capital Purchases and Grant Matching	2000 MB	Disc-PT	Various								
00048	TBD	2016 STIP - Alameda County Share (Estimated)(50% for 1-Year)	STIP	RIP	Various								
00049	TBD	OBAG Cycle 2 (Estimated)	OBAG	STP/CMAQ	Various								

Alameda CTC Comprehensive Investment Plan Technical Detail: Five-Year Programming Horizon with Two-Year Allocation Plan 2018 CIP Programming and Allocations					Programming and Allocations (\$ x 1,000)								
CIP ID	Sponsor	Project Title	Fund Source	Fund Subset	Phase	Programmed Amount	Prior Allocations	Two-Year Allocation Plan			Total Allocated (Thru 18-19)		
							Prior To FY2017-18 (April 2017)	FY 2017-18	FY 2018-19	FY 2019-20		FY 2020-21	FY 2021-22
00119	TBD	I-580 Transit Improvements	RM2	Reg	Various								
00010	Union City	Operations Support for Route 2	Lifeline	STA	O&M	220	220					220	
00062	Union City	Union City Intermodal Station	2014 MBB	TEP-22	Planning / Scoping	100	100					100	
00191	Union City	Union City Boulevard Bike Lanes Phase 2	2014 MBB	TEP-44	PE/Env	5		5				5	
00191	Union City	Union City Boulevard Bike Lanes Phase 2	2014 MBB	TEP-44	Final Design (PS&E)	780		780				780	
00191	Union City	Union City Boulevard Bike Lanes Phase 2	2014 MBB	TEP-44	CON-CAP	5,779		5,779				5,779	
00191	Union City	Union City Boulevard Bike Lanes Phase 2	CMA-TIP	Other	CON-CAP	1,100		1,100				1,100	
00191	Union City	Union City Boulevard Bike Lanes Phase 2	TFCA	Prog Mgr.	CON-CAP	136		136				136	
00266	Union City	Dyer Road Pavement Rehabilitation	STP/CMAQ	LSR	CON-CAP	872			872			872	
00267	Union City	Bicycle and Pedestrian Master Plan Update	2000 MB	Disc-BP	Planning / Scoping	150		150				150	
00281	Various	State Transportation Improvement Program	STIP	RIP	Various	48,813		48,813				48,813	
00282	Various	Lifeline Cycle 5 Program	Lifeline	Various	Various	4,789			4,789			4,789	
Totals						1,052,055	541,119	206,188	156,465	119,661	27,031	1,591	903,772

Notes:

1. Conditional Programming: Identified funds are subject to deprogramming based on the availability of alternative fund sources (RM3, local, State, Federal).
2. CIP 216: BART Bay Fair Connection Project: Funds only Programmed and Allocated and not yet encumbered into Agreement.
3. City of Dublin's Boulevard - North Canyons Parkway Extension Project is being implemented in conjunction with Alameda CTC and the City of Livermore.

Total 2-year Allocations	\$ 362,653
Total 5-year Programming	\$ 510,936

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Alameda CTC Comprehensive Investment Plan Current CIP Programming Fiscal Years 2019-20 and 2020-21 2018 CIP Update - Local Sources								Programming by Fiscal Year (\$ x 1,000)			
CIP ID	Sponsor	Project Title	PA	Funding Type	Fund Source	Fund Subset	Mode	Phase	FY2019-20	FY2020-21	TOTAL
00195	Alameda	Alameda Point Bus Rapid Transit - Dedicated Bus Lanes	1-North	Local	2014 MBB	TEP-14	Transit	CON-CAP	7,650		7,650
00199	Alameda	Clement Avenue East Extension and Tilden Way	1-North	Local	2014 MBB	TEP-26	LSR	CON-CAP	6,376		6,376
00200	Alameda	Seaplane Lagoon Ferry Terminal	1-North	Local	2014 MBB	TEP-45	Transit	CON-CAP	8,200		8,200
00202	Alameda County	East 14th St. Corridor Improvement Project Phase II (San Leandro Area)	2-Central	Local	2014 MBB	TEP-26	LSR	CON-CAP	7,600		7,600
00217	Alameda County / LAVTA	Dublin/Pleasanton BART Parking Expansion	4-East	Local	2010 VRF	Disc-Transit	Transit	Various	3,500		3,500
00019	Alameda CTC	Countywide Bicycle Pedestrian Planning/Promotion	Multiple	Local	2000 MB	Disc-BP	Bike/Ped	Various	61	61	122
00033	Alameda CTC	Transportation Services for Hospital Discharge and Wheelchair/Scooter Breakdown	Multiple	Local	2000 MB	Disc-PT	Paratransit	O&M	95		95
00071	Alameda CTC	SR-84/I-680 Interchange and SR-84 Widening	4-East	Local	2014 MBB	TEP-31	HWY	ROW-CAP	10,000		10,000
00081	Alameda CTC	East Bay Greenway: Lake Merritt BART to South Hayward BART	Multiple	Local	2014 MBB	TEP-42	Bike/Ped	Final Design (PS&E)	12,000		12,000
00207	Alameda CTC	Corridor Studies Implementation	Multiple	Local	2010 VRF	Disc-Transit	Transit	PE/Env	3,000		3,000
00208	Alameda CTC	Alameda County Safe Routes to School Program	Multiple	Local	2000 MB	Disc-BP	Bike/Ped	CON-CAP	500	500	1,000
00209	Alameda CTC	Goods Movement Emissions Reduction Program	Multiple	Local	2014 MBB	TEP-27	Freight	O&M	1,500	1,500	3,000
00222	Berkeley	Railroad Crossing Safety Improvement Project	1-North	Local	2014 MBB	TEP-27	Freight	Final Design (PS&E)	1,020		1,020
00230	Emeryville	Emery Go Round General Benefit Operations	1-North	Local	2014 MBB	TEP-45	Transit	O&M	500	500	1,000
00236	Fremont	Safe and Smart Corridor Along Fremont Boulevard	3-South	Local	2014 MBB	TEP-26	LSR	CON-CAP	7,525		7,525
00245	LAVTA	Wheels Forward/2020 Plan	4-East	Local	2000 MB	Disc-Transit	Transit	Planning / Scoping	220		220

Alameda CTC Comprehensive Investment Plan								Programming by Fiscal Year			
Current CIP Programming Fiscal Years 2019-20 and 2020-21								(\$ x 1,000)			
2018 CIP Update - Local Sources											
CIP ID	Sponsor	Project Title	PA	Funding Type	Fund Source	Fund Subset	Mode	Phase	FY2019-20	FY2020-21	TOTAL
00180	Oakland	Broadway Shuttle Operations	1-North	Local	2014 MBB	TEP-45	Transit	O&M	330	330	660
00253	Oakland	Fruitvale Ave Gap Closure	1-North	Local	2014 MBB	TEP-44	Bike/Ped	CON-CAP	1,634		1,634
00256	Oakland	MacArthur Smart City Corridor Project, Phase I	1-North	Local	2014 MBB	TEP-46	LSR	CON-CAP	9,500		9,500
00263	Pleasanton	Stoneridge at I-680 Interchange improvements	4-East	Local	2014 MBB	TEP-26	HWY	CON-CAP		5,200	5,200
00268	Port of Oakland	Adeline Street Bridge Reconstruction	1-North	Local	2014 MBB	TEP-41	Freight	Planning / Scoping	50		50
00067	San Leandro	San Leandro Streets Rehabilitation	2-Central	Local	2014 MBB	TEP-26	LSR	CON-CAP	7,000	7,000	14,000
00190	San Leandro	LINKS Shuttle Operations	2-Central	Local	2014 MBB	TEP-45	Transit	O&M	200	200	400
00264	San Leandro	E.14th St/Hesperian Blvd/150th Ave Intersection Improvements	2-Central	Local	2014 MBB	TEP-26	LSR	CON-CAP	1,821		1,821
								Totals	90,282	15,291	105,573



Memorandum

6.11

1111 Broadway, Suite 800, Oakland, CA 94607

PH: (510) 208-7400

www.AlamedaCTC.org

DATE: February 21, 2019

TO: Alameda County Transportation Commission

FROM: Vivek Bhat, Director of Programming and Project Controls
Jacki Taylor, Senior Program Analyst

SUBJECT: Transportation Fund for Clean Air (TFCA) FY 2019-20 Expenditure Plan Application and Call for Projects

Recommendation

1. Approve Resolution 19-001 regarding the TFCA County Program Manager (CPM) FY 2019-20 Expenditure Plan Application, due to the Air District by March 4, 2019; and
2. Approve the release of a FY 2019-20 TFCA call for projects for approximately \$2.43 million of TFCA funding, as identified in the FY 2019-20 Expenditure Plan Application.

Summary

As the TFCA County Program Manager (CPM) for Alameda County, the Alameda CTC is required to program the TFCA revenue received from the Bay Area Air Quality Management District (Air District). It is recommended the Commission approve Resolution 19-001 (Attachment A), regarding the fiscal year (FY) 2019-20 TFCA CPM Expenditure Plan Application (Attachment B) and its submittal to the Air District. The FY 2019-20 TFCA Expenditure Plan Application identifies approximately \$2.43 million of funding available for projects and is due to the Air District by March 4, 2019, prior to a detailed program of projects. A TFCA call for projects is scheduled for release in early March 2019.

Background

TFCA funding is generated by a four dollar vehicle registration fee collected by the Air District. Projects eligible for TFCA funding are to result in the reduction of motor vehicle emissions and achieve "surplus" emission reductions beyond what is currently required through regulations, ordinances, contracts, or other legally binding obligations. Projects eligible for TFCA include shuttles, bike lanes and bike parking, signal timing and transit signal priority, travel demand management (TDM) programs and alternative fuel vehicles and fueling/charging infrastructure. As the TFCA County Program Manager (CPM) for

Alameda County, the Alameda CTC is responsible for programming 40 percent of the four dollar vehicle registration fee that is collected in Alameda County for this program. A total of 6.25% percent of new revenue is set aside for the Alameda CTC's administration of the program. Per the distribution formula for Alameda County's TFCA funding, 70 percent of the available funds are to be allocated to the cities and County based on population, with a minimum of \$10,000 to each jurisdiction. The remaining 30 percent of funds are to be allocated to transit-related projects on a discretionary basis. A jurisdiction's projected future share may be borrowed against in order for a project to receive more funds in the current year, which helps facilitate the required annual programming of all available funds.

For reference, a draft FY 2019-20 TFCA fund estimate, which reflects the funding identified in the FY 2019-20 Expenditure Plan Application, is included as Attachment C. Projects proposed for TFCA funding are to be consistent with the Air District's FY 2019-20 TFCA CPM Fund Policies (Attachment D) and cost-effectiveness requirements. For FY 2019-20, the Air District has made a few changes to the CPM Fund Policies. Specifically, a new eligible project category has been added for pilot trip reduction projects which are intended to reduce single-occupancy commute-hour vehicle trips by encouraging mode-shift to other forms of shared transportation. Additionally, the TFCA cost-effectiveness limitation for the installation of electric vehicle charging stations at multi-dwelling units, transit stations, and park-and-ride lot facilities has been increased.

FY 2019-20 Revenue

The FY 2019-20 TFCA Expenditure Plan Application establishes the amount of TFCA funds available for programming to projects and program administration and is based on the Air District's Department of Motor Vehicles (DMV) revenue estimates for the same period. Additionally, previously programmed TFCA funds remaining from closed (i.e., cancelled or completed) projects are returned to the Alameda CTC's fund estimate for reprogramming. These adjustments are detailed on the second page of the Expenditure Plan Application. Returned funds that were initially programmed from the 70 percent cities/county portion of the fund estimate are credited back to the project sponsor's share. As summarized below, the estimated total amount available for projects is the sum of the new allocation (projected revenue), returned funds to reprogram, and earned interest, less 6.25 percent of the new allocation, which is reserved for the Alameda CTC's administration of the TFCA program.

Estimated new allocation for FY 2019-20:	\$2,042,902
Earned interest for calendar year 2018:	\$95,381
<u>Funds to reprogram, as of 10/31/18:</u>	<u>\$415,817</u>
Total FY 2019-20 TFCA funding available:	\$2,554,100
Less 6.25% of new allocation for TFCA administration:	- \$127,681
Total FY 2019-20 TFCA funding for projects:	\$2,426,418

FY 2019-20 Program Development

The Air District's TFCA CPM Policies require the revenue received annually from the Air District to be fully programmed on an annual basis. Any unprogrammed balance remaining after the Air District's programming deadline may be redirected by the Air District to other projects in the region. The programming of TFCA funding has been incorporated into the Alameda CTC's biennial Comprehensive Investment Plan (CIP) process. A call for projects is scheduled for release in early March with applications due in late March or early April. Staff will evaluate the proposed projects for TFCA eligibility and cost-effectiveness and include a recommended FY 2019-20 TFCA program in the 2020 CIP, scheduled for consideration by the Commission in May 2019. If an unprogrammed TFCA balance remains when the 2020 CIP is adopted, a separate programming recommendation for the balance will be presented in the fall 2019 timeframe.

The Air District requires an approved program of TFCA projects to be submitted no later than six months from the date the Air District Board approves the TFCA CPM expenditure plan applications. This year, a complete FY 2019-20 TFCA program of projects is estimated to be due to the Air District no later than November 2019.

Next Steps

The Alameda CTC FY 2019-20 TFCA Expenditure Plan Application is to be signed by the Executive Director and is due to the Air District by March 4, 2019. A TFCA call for projects will be released in early March 2019. Based on discussion at the February 11th Programs and Projects Committee meeting, the call for projects material will highlight the eligibility of electric vehicle charging stations and how the location of a station can affect TFCA funding levels.

Updated TFCA program guidelines, including the attached Air District FY 2019-20 TFCA Policies, will be incorporated into the Alameda CTC's 2020 CIP, along with the FY 2019-20 fund estimate and funding recommendations.

Fiscal Impact: This recommended action has no significant fiscal impact. TFCA funding is made available by the Air District and will be included in the Alameda CTC's FY 2019-20 budget.

Attachments:

- A. Alameda CTC Resolution 19-001
- B. Alameda CTC FY 2019-20 TFCA Expenditure Plan Application
- C. Alameda CTC Draft FY 2019-20 TFCA Fund Estimate
- D. Air District's FY 2019-20 TFCA County Program Manager Fund Policies

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ALAMEDA COUNTY TRANSPORTATION COMMISSION

RESOLUTION 19-001

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Supervisor Richard Valle, District 2

Commission Vice Chair
Mayor Pauline Cutter,
City of San Leandro

AC Transit
Board President Elsa Ortiz

Alameda County
Supervisor Scott Haggerty, District 1
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Vice Mayor Teddy Gray King

City of Pleasanton
Mayor Jerry Thorne

City of Union City
Mayor Carol Dutra-Vernaci

Executive Director
Arthur L. Dao

WHEREAS, as of July 2010, the Alameda County Transportation Commission ("Alameda CTC") was designated as the overall Program Manager for the Transportation Fund for Clean Air ("TFCA") County Program Manager Fund for Alameda County;

WHEREAS, the TFCA Program requires the Program Manager to submit an Expenditure Plan Application for FY 2019-20 TFCA funding to the Bay Area Air Quality Management District ("Air District") by March 4, 2019.

NOW, THEREFORE BE IT RESOLVED, that the Alameda CTC Commission will program an estimated \$2,426,418 to projects, consistent with the attached FY 2019-20 TFCA County Program Manager Fund Expenditure Plan Application;

BE IT FURTHER RESOLVED, the Alameda CTC Commission will approve a program of projects within six months of the Air District's approval of the FY2019-20 Expenditure Plan Application; and

BE IT FURTHER RESOLVED, the Alameda CTC Commission authorizes the Executive Director to execute any necessary fund transfer agreements related to this funding with the Air District and project sponsors.

DULY PASSED AND ADOPTED by the Alameda CTC at the regular Commission meeting held on Thursday, February 28, 2019 in Oakland, California, by the following vote:

AYES: NOES: ABSTAIN: ABSENT:

SIGNED:

ATTEST:

Richard Valle
Chair, Alameda CTC

Vanessa Lee
Clerk of the Commission

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SUMMARY INFORMATION

County Program Manager Agency Name: Alameda County Transportation Commission

Address: 1111 Broadway, Suite 800, Oakland, CA 94607

PART A: NEW TFCA FUNDS

- | | | |
|---|----------------|---------------------------|
| 1. Estimated FYE 2020 DMV revenues (based on projected CY2018 revenues): | Line 1: | <u>\$1,980,600</u> |
| 2. Difference between prior-year estimate and actual revenue: | Line 2: | <u>\$62,302</u> |
| a. Actual FYE 2018 DMV revenues (based on CY2017): | | <u>\$1,982,802</u> |
| b. Estimated FYE 2018 DMV revenues: | | <u>\$1,920,500</u> |
| <i>('a' minus 'b' equals Line 2.)</i> | | |
| 3. Estimated New Allocation for projects and administration (Sum of Lines 1 and 2): | Line 3: | <u>\$2,042,902</u> |

PART B: INTEREST FOR PROGRAMMING AND TFCA FUNDS AVAILABLE FOR REPROGRAMMING

- | | | |
|--|---------|------------------|
| 4. Total available for programming/reprogramming to other projects. | Line 4: | <u>\$511,198</u> |
| a. Amount available from previously funded projects: | | <u>\$415,817</u> |
| <i>(Note: Reprogrammed funds originating from pre-2006 projects are not subject to the six-month allocation deadline.)</i> | | |
| b. Interest income earned on TFCA funds in CY 2018: | | <u>\$95,381</u> |
| <i>('a' plus 'b' equals Line 4.)</i> | | |

PART C: TOTAL AVAILABLE TFCA FUNDS

- | | | |
|---|---------|--------------------|
| 5. Total Available TFCA Funds (Sum of Lines 3 and 4) | Line 5: | <u>\$2,554,100</u> |
| a. Estimated TFCA funds budgeted for administration: ¹ | | <u>\$127,681</u> |
| <i>(Note: This amount may not exceed 6.25% of Line 3.)</i> | | |
| b. Estimated Total TFCA funds available for projects | | <u>\$2,426,418</u> |
| <i>(Line 5 minus Line 5.a.)</i> | | |

I certify that, to the best of my knowledge, the information contained in this application is complete and accurate.

Executive Director Signature: _____

Date: _____

¹ The "Estimated TFCA funds budgeted for administration" amount is listed for informational purposes only. Per California Health and Safety Code Section 44233, County Program Managers must limit their administrative costs to no more than 6.25% of the actual total revenue received from the Air District.

SUMMARY INFORMATION - ADDENDUM

Complete if there are TFCA Funds available for reprogramming.

Project #	Project Sponsor/Grantee	Project Name	\$ TFCA Funds Allocated	\$ TFCA Funds Expended	\$ TFCA Funds Available	Code*
17ALA00	Alameda CTC	FY 16/17 Administration	\$122,675.18	\$122,675.05	\$0.13	UB
11ALA07	Hayward	Post-project Monitoring Hesperian, Tennyson, Winton Arterial Mgmt	\$50,300.00	\$18,700.00	\$31,600.00	UB
15ALA04	Fremont	Downtown Fremont Arterial Management	\$430,000.00	\$326,570.12	\$103,429.88	UB
16ALA04	Berkeley	Berkeley Citywide Bicycle Parking Program	\$137,000.00	\$94,000.00	\$43,000.00	UB
16ALA07	Oakland	CityRacks Bike Rack Program, Phase 12	\$124,000.00	\$116,621.27	\$7,378.73	UB
17ALA04	Berkeley	Hearst Ave Complete Streets	\$88,000.00	\$59,394.39	\$28,605.61	UB
17ALA01	ACTC	Countywide SR2S Program	\$100,000.00	\$83,197.56	\$16,802.44	UB
19ALA03	Alameda County	Hesperian Blvd Class 2 Bike Lanes	\$138,000.00	\$137,000.00	\$1,000.00	UB
19ALA06	Oakland	Broadway Shuttle	\$534,000.00	\$350,000.00	\$184,000.00	UB

TOTAL TFCA FUNDS AVAILABLE FOR REPROGRAMMING

\$ 415,816.79

(Enter this amount in Part B, Line 4.a. of Summary Information form)

* Enter UB (for projects that were completed under budget) and CP (for cancelled project).

Notes:

1. BAAQMD staff requested that the CPM funding for project 19ALA06 be limited to funding FY 2019-20 service due to the project having received Spare the Air funding for FY 2018-19. Subsequently, \$184K of CPM programmed for FY 2018-19 off-peak service has been removed from the project, leaving a total of \$350,000 programmed for FY 2019-20 service.
2. A \$1,000 adjustment to the \$138,000 programmed to 19ALA03 is necessary to keep TFCA cost-effectiveness result below \$250K/ton threshold. A total of \$137,000 remains programmed to project for future expenditures.

Alameda CTC TFCA County Program Manager Fund: FY 2019-20 Draft Fund Estimate

	A	B	C	D	E (B-C+D)	F (A+E)			
Agency	Population (Estimate ¹)	% Population	Total % of Funding	TFCA Funds Available (new this FY)	Balance from Previous FY	Programmed Last Cycle	Funds Available from Closed Projects	Rollover (Debits/Credits)	TFCA Balance (New + Rollover)
Alameda	78,863	4.75%	4.75%	\$ 66,836	\$ (57,263)	\$ 18,574	\$ 798	\$ (75,039)	\$ (8,203)
Alameda County	148,895	8.97%	8.97%	\$ 126,188	\$ 598,019	\$ 295,065	\$ 2,506	\$ 305,460	\$ 431,648
Albany	19,053	1.15%	1.15%	\$ 16,147	\$ (35,222)	\$ 4,413	\$ 193	\$ (39,442)	\$ (23,294)
Berkeley	121,874	7.34%	7.34%	\$ 103,288	\$ 15,886	\$ 28,174	\$ 72,839	\$ 60,551	\$ 163,838
Dublin	63,241	3.81%	3.81%	\$ 53,596	\$ 180,652	\$ 13,870	\$ 640	\$ 167,422	\$ 221,019
Emeryville	11,994	0.72%	0.72%	\$ 10,165	\$ (92,988)	\$ 107,904	\$ 121	\$ (200,771)	\$ (190,606)
Fremont	235,439	14.18%	14.18%	\$ 199,533	\$ (150,469)	\$ 53,835	\$ 105,812	\$ (98,492)	\$ 101,042
Hayward	162,030	9.76%	9.76%	\$ 137,320	\$ 4,225	\$ 37,423	\$ 33,239	\$ 41	\$ 137,361
Livermore	91,411	5.51%	5.50%	\$ 77,470	\$ 535,069	\$ 20,833	\$ 925	\$ 515,162	\$ 592,632
Newark	47,467	2.86%	2.86%	\$ 40,228	\$ 444,620	\$ 10,555	\$ 480	\$ 434,545	\$ 474,773
Oakland	428,827	25.83%	25.82%	\$ 363,429	\$ 236,464	\$ 774,013	\$ 195,718	\$ (341,831)	\$ 21,598
Piedmont	11,318	0.68%	0.71%	\$ 10,000	\$ 104,241	\$ 2,904	\$ 119	\$ 101,456	\$ 111,456
Pleasanton	79,201	4.77%	4.77%	\$ 67,122	\$ (91,786)	\$ 17,642	\$ 801	\$ (108,626)	\$ (41,504)
San Leandro	87,598	5.28%	5.27%	\$ 74,239	\$ 289,903	\$ 20,513	\$ 886	\$ 270,276	\$ 344,514
Union City	72,991	4.40%	4.40%	\$ 61,860	\$ 336,689	\$ 17,069	\$ 739	\$ 320,358	\$ 382,218
TOTAL 70% Cities/County:	1,660,202	100%	100%	\$ 1,407,421	\$ 2,318,040	\$ 1,422,788	\$ 415,817	\$ 1,311,069	\$ 2,718,490

FY 2019-20 TFCA New Revenue	\$ 2,042,902
Less 6.25% for Program Administration	\$ (127,681)
Subtotal New Programming Capacity	\$ 1,915,221
Prior FY Program Administration Balance	\$ 0
Calendar Year 2018 Interest Earned	\$ 95,381
Total New Programming Capacity	\$ 2,010,602

	Totals	Cities/County (Shares) 70%	Transit (Discretionary) 30%
Total New Programming Capacity	\$ 2,010,602	\$ 1,407,421	\$ 603,181
Funds Available from Closed Projects Adjustment	\$ 415,817	\$ 415,817	\$ -
FY 2018-19 Rollover (debit/credit) Adjustment	\$ (0)	\$ 895,252	\$ (895,252)
Total Adjustments ²	\$ 415,817	\$ 1,311,069	\$ (895,252)
Adjusted Total Available to Program	\$ 2,426,418	\$ 2,718,490	\$ (292,072)

Notes:

1. Dept. of Finance (www.dof.ca.gov) population estimates as of 1/01/2018 (released May 2018).
2. Includes TFCA programming actions and returned funds from closed projects as of 10/31/18.

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Appendix D: Board-Adopted Policies for FYE 2020

Adopted November 7, 2018

The following Policies apply to the Bay Area Air Quality Management District's (Air District) Transportation Fund for Clean Air (TFCA) County Program Manager Fund for fiscal year ending (FYE) 2020.

BASIC ELIGIBILITY

- Reduction of Emissions:** Only projects that result in the reduction of motor vehicle emissions within the Air District's jurisdiction are eligible.

Projects must conform to the provisions of the California Health and Safety Code (HSC) sections 44220 et seq. and these Air District Board of Directors adopted TFCA County Program Manager Fund Policies.

Projects must achieve surplus emission reductions, i.e., reductions that are beyond what is required through regulations, ordinances, contracts, and other legally binding obligations at the time of the execution of a grant agreement between the County Program Manager and the grantee. Projects must also achieve surplus emission reductions at the time of an amendment to a grant agreement if the amendment modifies the project scope or extends the project completion deadline.

- TFCA Cost-Effectiveness:** Projects must not exceed the maximum cost-effectiveness (C-E) limit specified in Table 1. Cost-effectiveness (\$/weighted ton) is the ratio of TFCA funds awarded to the sum of surplus emissions reduced, during a project's operational period, of reactive organic gases (ROG), nitrogen oxides (NOx), and weighted PM10 (particulate matter 10 microns in diameter and smaller). All TFCA-generated funds (e.g., reprogrammed TFCA funds) that are awarded or applied to a project must be included in the evaluation. For projects that involve more than one independent component (e.g., more than one vehicle purchased, more than one shuttle route), each component must achieve this cost-effectiveness requirement.

County Program Manager administrative costs are excluded from the calculation of a project's TFCA cost-effectiveness.

Table 1: Maximum Cost-Effectiveness

Policy No.	Project Category	Maximum C-E (\$/weighted ton)
22	Alternative Fuel Light-Duty Vehicles	250,000
23	Reserved	Reserved
24	Alternative Fuel Heavy-Duty Vehicles and Buses	250,000
25	On-Road Goods Movement Truck and Bus Replacements	90,000
26	Alternative Fuel Infrastructure	250,000 500,000*
27	Ridesharing Projects - Existing	150,000
28.a.-h.	Shuttle/Feeder Bus Service – Existing	200,000; 250,000 for services in CARE Areas or PDAs
29.a.	Shuttle/Feeder Bus Service - Pilot	Year 1 - 250,000 Year 2 - see Policy #28.a.-h.
	Shuttle/Feeder Bus Service – Pilot in CARE Areas or PDAs	Years 1 & 2 - 500,000 Year 3 - see Policy #28.a.-h.

29.b.	Pilot Trip Reduction	250,000
30	Bicycle Projects	250,000
31	Bike Share	500,000
32	Arterial Management	175,000
33	Smart Growth/Traffic Calming	175,000

*This higher C-E limit is for projects that install electric vehicle charging stations at multi-dwelling units, transit stations, and park-and-ride lot facilities.

3. **Eligible Projects and Case-by-Case Approval:** Eligible projects are those that conform to the provisions of the HSC section 44241, Air District Board-adopted policies, and Air District guidance. On a case-by-case basis, County Program Managers must receive approval by the Air District for projects that are authorized by the HSC section 44241 and achieve Board-adopted TFCA cost-effectiveness but do not fully meet other Board-adopted Policies.
4. **Consistent with Existing Plans and Programs:** All projects must comply with the Transportation Control and Mobile Source Control Measures included in the Air District's most recently approved strategies for achieving and maintaining State and national ozone standards, those plans and programs established pursuant to HSC sections 40233, 40717, and 40919; and, when specified, other adopted federal, State, regional, and local plans and programs.
5. **Eligible Recipients:** Grant recipients must be responsible for the implementation of the project, have the authority and capability to complete the project, and be an applicant in good standing with the Air District (Policies #8-10).
 - a. **Public agencies** are eligible to apply for all project categories.
 - b. **Non-public entities** are only eligible to apply for new alternative-fuel (light, medium, and heavy-duty) vehicle and infrastructure projects, and advanced technology demonstrations that are permitted pursuant to HSC section 44241(b)(7).
6. **Readiness:** Projects must commence by the end of calendar year 2020. For purposes of this policy, “commence” means a tangible preparatory action taken in connection with the project’s operation or implementation, for which the grantee can provide documentation of the commencement date and action performed. “Commence” includes, but is not limited to, the issuance of a purchase order to secure project vehicles and equipment, commencement of shuttle/feeder bus and ridesharing service, or the delivery of the award letter for a construction contract.
7. **Maximum Two Years Operating Costs for Service-Based Projects:** Unless otherwise specified in policies #22 through #33, TFCA County Program Manager Funds may be used to support up to two years of operating costs for service-based projects (e.g., ridesharing, shuttle and feeder bus service). Grant applicants that seek TFCA funds for additional years must reapply for funding in the subsequent funding cycles.

APPLICANT IN GOOD STANDING

8. **Independent Air District Audit Findings and Determinations:** Grantees who have failed either the fiscal audit or the performance audit for a prior TFCA-funded project awarded by either County Program Managers or the Air District are excluded from receiving an award of any TFCA funds for three (3) years from the date of the Air District’s final audit determination in accordance with HSC section 44242 or for a duration determined by the Air District Air Pollution Control Officer (APCO). Existing TFCA funds already awarded to the project sponsor will not be released until all audit recommendations and remedies have been satisfactorily implemented. A failed fiscal audit means a final audit report that includes an uncorrected audit finding that confirms an ineligible expenditure of TFCA funds. A failed performance

audit means that the program or project was not implemented in accordance with the applicable Funding Agreement or grant agreement.

A failed fiscal or performance audit of the County Program Manager or its grantee may subject the County Program Manager to a reduction of future revenue in an amount equal to the amount which was inappropriately expended pursuant to the provisions of HSC section 44242(c)(3).

9. **Authorization for County Program Manager to Proceed:** Only a fully executed Funding Agreement (i.e., signed by both the Air District and the County Program Manager) constitutes the Air District's award of County Program Manager Funds. County Program Managers may incur costs (i.e., contractually obligate itself to allocate County Program Manager Funds) only after the Funding Agreement with the Air District has been executed.
10. **Maintain Appropriate Insurance:** Both the County Program Manager and each grantee must obtain and maintain general liability insurance, workers compensation insurance, and additional insurance as appropriate for specific projects, with required coverage amounts provided in Air District guidance and final amounts specified in the respective grant agreements.

INELIGIBLE PROJECTS

11. **Duplication:** Projects that have previously received TFCA Regional or County Program Manager funds and do not propose to achieve additional emission reductions are not eligible.
12. **Planning Activities:** The costs of preparing or conducting feasibility studies are not eligible. Planning activities are not eligible unless they are directly related to the implementation of a project or program that result in emission reductions.
13. **Reserved.**
14. **Cost of Developing Proposals:** The costs to prepare grant applications are not eligible.

USE OF TFCA FUNDS

15. **Combined Funds:** TFCA County Program Manager Funds may not be combined with TFCA Regional Funds to fund a County Program Manager Fund project. Projects that are funded by the TFCA County Program Manager Fund are not eligible for additional funding from other funding sources that claim emissions reduction credits. However, County Program Manager-funded projects may be combined with funds that do not require emissions reductions for funding eligibility.
16. **Administrative Costs:** The County Program Manager may not expend more than 6.25 percent of its County Program Manager Funds for its administrative costs. The County Program Manager's costs to prepare and execute its Funding Agreement with the Air District are eligible administrative costs. Interest earned on County Program Manager Funds shall not be included in the calculation of the administrative costs. To be eligible for reimbursement, administrative costs must be clearly identified in the expenditure plan application and in the Funding Agreement, and must be reported to the Air District.
17. **Expend Funds within Two Years:** County Program Manager Funds must be expended within two (2) years of receipt of the first transfer of funds from the Air District to the County Program Manager in the applicable fiscal year, unless a County Program Manager has made the determination based on an application for funding that the eligible project will take longer than two years to implement. Additionally, a County Program Manager may, if it finds that significant progress has been made on a project, approve no more than two one-year schedule extensions for a project. Any subsequent schedule extensions for projects can only be given on a case-by-case basis, if the Air District finds that significant progress has been made on a project, and the Funding Agreement is amended to reflect the revised schedule.

18. **Unallocated Funds:** Pursuant to HSC 44241(f), any County Program Manager Funds that are not allocated to a project within six months of the Air District Board of Directors approval of the County Program Manager’s Expenditure Plan may be allocated to eligible projects by the Air District. The Air District shall make reasonable effort to award these funds to eligible projects in the Air District within the same county from which the funds originated.

19. Reserved.

20. Reserved.

21. Reserved.

ELIGIBLE PROJECT CATEGORIES

22. Alternative Fuel Light-Duty Vehicles:

These projects are intended to accelerate the deployment of qualifying alternative fuel vehicles that operate within the Air District’s jurisdiction. All of the following conditions must be met for a project to be eligible for TFCA funds:

- a. Vehicles must be new (model year 2019 or newer), and have a gross vehicle weight rating (GVWR) of 14,000 lbs. or lighter.
- b. Vehicles must be:
 - i. hybrid-electric, electric, or fuel cell vehicles that are approved by the California Air Resources Board (CARB) for on-road use
 - ii. neighborhood electric vehicles (NEV) as defined in the California Vehicle Code.
- c. Vehicles must be maintained and operated within the Air District’s jurisdiction.
- d. The amount of TFCA funds awarded may not exceed 90% of the project’s cost after all other grants and applicable manufacturer and local/state/federal rebates and discounts are applied.

Vehicles that are solely powered by gasoline, diesel, or natural gas, and retrofit projects are not eligible.

Grantees may request authorization of up to 100% of the TFCA Funds awarded for each vehicle to be used to pay for costs directly related to the purchase and installation of alternative fueling infrastructure and/or equipment used to power the new vehicle.

23. **Reserved.**

24. Alternative Fuel Heavy-Duty Vehicles and Buses:

These projects are intended to accelerate the deployment of qualifying alternative fuel vehicles that operate within the Air District’s jurisdiction. If replacing heavy-duty vehicles and buses with light-duty vehicles, light-duty vehicles must meet Policy #22. All of the following conditions must be met for a project to be eligible for TFCA Funds:

- a. Vehicles must be new (model year 2019 or newer), and either have a GVWR greater than 14,000 lbs or are classified as urban buses.
- b. Vehicles must be hybrid-electric, electric, or hydrogen fuel cell vehicles approved by the CARB.
- c. Vehicles must be maintained and operated within the Air District’s jurisdiction.

- d. The amount of TFCA funds awarded may not exceed 90% of the project's cost after all other grants and applicable manufacturer and local/state/federal rebates and discounts are applied.

Vehicles that are solely powered by gasoline, diesel, or natural gas and retrofit projects are not eligible.

Grantees may request authorization of up to 100% of the TFCA Funds awarded for each vehicle to be used to pay for costs directly related to the purchase and installation of alternative fueling infrastructure and/or equipment used to power the new vehicle.

Projects that seek to replace a vehicle in the same weight-class as the proposed new vehicle, may qualify for additional TFCA funding. Costs related to the scrapping and/or dismantling of the existing vehicle are not eligible for reimbursement with TFCA funds.

- 25. **On-Road Goods Movement Truck and Bus Replacements:** The project will replace Class 6, Class 7, and Class 8 diesel-powered trucks and buses that have a gross vehicle weight rating (GVWR) of 19,501 lbs. or greater (per vehicle weight classification definition used by Federal Highway Administration (FHWA) with new or used trucks and buses that have an engine certified to the 2010 CARB emissions standards or cleaner. Eligible vehicles are those that are used for goods movement as defined by CARB. The existing truck(s) or bus(es) to be replaced must be registered with the California Department of Motor Vehicles (DMV) to an address within the Air District's jurisdiction, and must be scrapped after replacement.

26. **Alternative Fuel Infrastructure:**

Eligibility: Eligible refueling infrastructure projects include new dispensing and charging facilities, or additional equipment or upgrades and improvements that expand access to existing alternative fuel fueling/charging sites (i.e., electric vehicle, hydrogen). This includes upgrading or modifying private fueling/charging sites or stations to allow public and/or shared fleet access. TFCA funds may be used to cover the cost of equipment and installation. TFCA funds may also be used to upgrade infrastructure projects previously funded with TFCA funds as long as the equipment was maintained and has exceeded the duration of its useful life after being placed into service.

Equipment and infrastructure must be designed, installed, and maintained as required by the existing recognized codes and standards and as approved by the local/state authority.

TFCA funds may not be used to pay for fuel, electricity, operation, and maintenance costs. Projects that include installation of charging stations at multi-dwelling units, transit stations, and park-and-ride lot facilities qualify for funding at a higher cost-effectiveness limit (see Policy #2).

- 27. **Existing Ridesharing Services:** The project will provide carpool, vanpool, or other rideshare services. Projects that provide a direct or indirect financial transit or rideshare subsidy are also eligible under this category. Projects that provide a direct or indirect financial transit or rideshare subsidy *exclusively* to employees of the grantee are not eligible.

28. **Existing Shuttle/Feeder Bus Service:**

These projects are intended to reduce single-occupancy vehicle trips by providing short-distance connections. All of the following conditions must be met for a project to be eligible for TFCA funds:

- a. The service must provide direct connections between a mass transit hub (e.g., a rail or Bus Rapid Transit (BRT) station, ferry or bus terminal, or airport) and a distinct commercial or employment location.
- b. The service's schedule, which is not limited to commute hours, must be coordinated to have a timely connection with corresponding mass transit service.

- c. The service must be available for use by all members of the public.
- d. TFCA funds may be used to fund only shuttle services to locations that are under-served and lack other comparable service. For the purposes of this policy, “comparable service” means that there exists, either currently or within the last three years, a direct, timed, and publicly accessible service that brings passengers to within one-third (1/3) mile of the proposed commercial or employment location from a mass transit hub. A proposed service will not be deemed “comparable” to an existing service if the passengers’ proposed travel time will be at least 15 minutes shorter and at least 33% shorter than the existing service’s travel time to the proposed destination.
- e. Reserved.
- f. Grantees must be either: 1) a public transit agency or transit district that directly operates the shuttle/feeder bus service; or (2) a city, county, or any other public agency.
- g. Applicants must submit a letter of concurrence from all transit districts or transit agencies that provide service in the area of the proposed route, certifying that the service does not conflict with existing service.
- h. Each route must meet the cost-effectiveness requirement in Policy #2. Projects that would operate in Highly Impacted Communities or Episodic Areas as defined in the Air District Community Air Risk Evaluation (CARE) Program, or in Priority Development Areas (PDAs), may qualify for funding at a higher cost-effectiveness limit (see Policy #2).

29. Pilot Projects:

a. Pilot Shuttle/Feeder Bus Service Projects:

These projects are new shuttle/feeder bus service routes that are at least 70% unique and where no other service was provided within the past three years. In addition to meeting the conditions listed in Policy #28.a.-h. for shuttle/feeder bus service, project applicants must also comply with the following application criteria and agree to comply with the project implementation requirements:

- i. Provide data and other evidence demonstrating the public’s need for the service, including a demand assessment survey and letters of support from potential users. Project applicants must agree to conduct a passenger survey for each year of operation.
- ii. Provide written documentation of plans for financing the service in the future;
- iii. Provide a letter from the local transit agency denying service to the project’s proposed service area, which includes the basis for denial of service to the proposed areas. The applicant must demonstrate that the project applicant has attempted to coordinate service with the local service provider and has provided the results of the demand assessment survey to the local transit agency. The applicant must provide the transit service provider’s evaluation of the need for the shuttle service to the proposed area.
- iv. Pilot projects located in Highly Impacted Communities as defined in the Air District CARE Program and/or a Planned or Potential PDA may receive a maximum of three years of TFCA Funds under the Pilot designation. For these projects, the project applicants understand and must agree that such projects will be evaluated every year, and continued funding will be contingent upon the projects meeting the following requirements:

1. During the first year and by the end of the second year of operation, projects must not exceed a cost-effectiveness of \$500,000/ton, and
 2. By the end of the third year of operation, projects must meet all of the requirements, including cost-effectiveness limit, of Policy #28.a.-h. (existing shuttles).
- v. Projects located outside of CARE areas and PDAs may receive a maximum of two years of TFCA Funds under this designation. For these projects, the project applicants understand and must agree that such projects will be evaluated every year, and continued funding will be contingent upon the projects meeting the following requirements:
1. By the end of the first year of operation, projects shall meet a cost-effectiveness of \$250,000/ton, and
 2. By the end of the second year of operation, projects shall meet all of the requirements, including cost-effectiveness limit, of Policy #28.a.-h. (existing shuttles).

b. Pilot Trip Reduction:

The project will reduce single-occupancy commute-hour vehicle trips by encouraging mode-shift to other forms of shared transportation. Pilot projects are defined as projects that serve an area where no similar service was available within the past three years, or will result in significantly expanded service to an existing area. Funding is designed to provide the necessary initial capital to a public agency for the start-up of a pilot project so that by the end of the third year of the trip reduction project's operation, the project will be financially self-sustaining or require minimal public funds, such as grants, to maintain its operation:

- i. Applicants must demonstrate the project will reduce single-occupancy commute-hour vehicle trips and result in a reduction in emissions of criteria pollutants;
- ii. The proposed service must be available for use by all members of the public;
- iii. Applicants must provide a written plan documenting steps that would be taken to ensure that the project will be financially self-sustaining or require minimal public funds to maintain its operation by the end of the third year;
- iv. If the local transit provider is not a partner, the applicant must demonstrate that they have attempted to have the service provided by the local transit agency. The transit provider must have been given the first right of refusal and determined that the proposed project does not conflict with existing service;
- v. Applicants must provide data and any other evidence demonstrating the public's need for the service, including a demand assessment survey and letters of support from potential users;
- vi. Pilot trip reduction projects that propose to provide ridesharing service projects must comply with all applicable requirements in policy #27.

30. Bicycle Projects:

New bicycle facility projects or upgrades to an existing bicycle facility that are included in an adopted countywide bicycle plan, Congestion Management Program (CMP), countywide transportation plan (CTP), city plan, or the Metropolitan Transportation Commission's (MTC) Regional Bicycle Plan are eligible to receive TFCA funds. Projects that are included in an adopted city general plan or area-specific plan must specify that the purpose of the bicycle facility is to reduce motor vehicle emissions or traffic congestion.

Eligible projects are limited to the following types of bicycle facilities for public use that result in motor vehicle emission reductions:

- a. Class I Bikeway (bike path), new or upgrade improvement from Class II or Class III bikeway;
- b. New Class II Bikeway (bike lane);
- c. New Class III Bikeway (bike route);
- d. Class IV Bikeway (separated bikeway), new or upgrade improvement from Class II or Class III bikeway;
- e. Bicycle racks, including bicycle racks on transit buses, trains, shuttle vehicles, and ferry vessels;
- f. Electronic bicycle lockers;
- g. Capital costs for attended bicycle storage facilities; and
- h. Purchase of two-wheeled or three-wheeled vehicles (self-propelled or electric), plus mounted equipment required for the intended service and helmets.

All bicycle facility projects must, where applicable, be consistent with design standards published in the California Highway Design Manual, or conform to the provisions of the Protected Bikeway Act of 2014.

31. **Bike Share:**

Projects that make bicycles available to individuals for shared use for completing first- and last-mile trips in conjunction with regional transit and stand-alone short distance trips are eligible for TFCA funds, subject to all of the following conditions:

- a. Projects must either increase the fleet size of existing service areas or expand existing service areas to include new Bay Area communities.
- b. Projects must have a completed and approved environmental plan and a suitability study demonstrating the viability of bicycle sharing.
- c. Projects must have shared membership and/or be interoperable with the Bay Area Bike Share (BABS) project when they are placed into service, in order to streamline transit for end users by reducing the number of separate operators that would comprise bike trips. Projects that meet one or more of the following conditions are exempt from this requirement:
 - i. Projects that do not require membership or any fees for use, or
 - ii. Projects that were provided funding under MTC's Bike Share Capital Program to start a new or expand an existing bike share program; or.
 - iii. Projects that attempted to coordinate with, but were refused by, the current BABS operator to have shared membership or be interoperable with BABS. Applicants must provide documentation showing proof of refusal.

Projects may be awarded FYE 2020 TFCA funds to pay for up to five years of operations.

32. **Arterial Management:**

Arterial management grant applications must identify a specific arterial segment and define what improvement(s) will be made to affect traffic flow on the identified arterial segment. Projects that provide routine maintenance (e.g., responding to citizen complaints about malfunctioning signal equipment) are not eligible to receive TFCA funds. Incident management projects on arterials are eligible to receive TFCA funds. Transit improvement projects include, but are not limited to, bus rapid transit and

transit priority projects. Signal timing projects are eligible to receive TFCA funds. Each arterial segment must meet the cost-effectiveness requirement in Policy #2.

33. Smart Growth/Traffic Calming:

Physical improvements that support development projects and/or calm traffic, resulting in motor vehicle emission reductions, are eligible for TFCA funds, subject to the following conditions:

- a. The development project and the physical improvements must be identified in an approved area-specific plan, redevelopment plan, general plan, bicycle plan, pedestrian plan, traffic-calming plan, or other similar plan.
- b. The project must implement one or more transportation control measures (TCMs) in the most recently adopted Air District plan for State and national ambient air quality standards. Pedestrian projects are eligible to receive TFCA funds.
- c. The project must have a completed and approved environmental plan. If a project is exempt from preparing an environmental plan as determined by the public agency or lead agency, then that project has met this requirement.

Traffic calming projects are limited to physical improvements that reduce vehicular speed by designing and improving safety conditions for pedestrians, bicyclists or transit riders in residential retail, and employment areas.

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Memorandum

6.12

1111 Broadway, Suite 800, Oakland, CA 94607 • 510.208.7400 • www.AlamedaCTC.org

DATE: February 21, 2019

TO: Alameda County Transportation Commission

FROM: Patricia Reavey, Deputy Executive Director of Finance and Administration

SUBJECT: Approve the Second Amended and Restated Joint Powers Agreement Establishing the Sunol Smart Carpool Lane Joint Powers Authority

Recommendation

It is recommended that the Commission approve the Second Amended and Restated Joint Powers Agreement Establishing the Sunol Smart Carpool Lane Joint Powers Authority (Second Amended and Restated JPA).

Summary

In fiscal year 2017-18, Meyers, Nave, Riback, Silver & Wilson, PLC (Meyers Nave) took over the general counsel responsibilities for the I-680 Sunol Smart Carpool Lane Joint Powers Authority (Sunol JPA). As such, they were tasked with the review and editing of Sunol JPA historical governance documents, including the Amended and Restated Joint Powers Agreement (JPA) and the Administrative Code to ensure Alameda CTC compliance with requirements and accuracy with how the carpool lane operates today. The Administrative Code contains language that is dependent upon items in the JPA, so amendments to the JPA must be approved first. The suggested edits in the Second Amended and Restated JPA mostly contains clean up and administrative changes which will allow the Sunol JPA to continue to operate within its area of authority. The most significant change is in section 9. FUNDING, where the prorated basis in which shortfalls in operational costs or other unfunded obligations will be assessed was changed to 90 percent for Alameda CTC and 10 percent for VTA, from 80 percent for Alameda CTC and 20 percent for VTA. This change was necessary to better reflect the percentage of lane miles that will be located in Santa Clara County once the I-680 Express Lanes project is fully built end-to-end.

Background

Meyers Nave completed an administrative review of both the JPA and the Administrative Code for the Sunol JPA some time ago, however, amendments to the JPA must be approved by both the Santa Clara Valley Transportation Authority (VTA) Board and the Alameda County Transportation Commission (Commission). This amendment is the second amendment to the JPA. The first amendment was approved by the Commission in June 2011 and reflected statutory changes with the development to operations of the southbound I-680 Express Lane. Since the first amendment took some time to go before the VTA board for approval, staff thought it would be best to wait for the VTA approval to occur before bringing the Second Amended and Restated JPA to the Commission for approval. The VTA Board approved the Second Amended and Restated Joint Powers Agreement Establishing the Sunol Smart Carpool Lane Joint Powers Authority at their January 10, 2019 board meeting.

Fiscal Impact: There is no significant fiscal impact related to the approval of this Second Amended and Restated Joint Powers Agreement.

Attachment:

- A. Second Amended and Restated Joint Powers Agreement Establishing the Sunol Smart Carpool Lane Joint Powers Authority

**SECOND AMENDED AND RESTATED
JOINT POWERS AGREEMENT
ESTABLISHING
THE SUNOL SMART CARPOOL LANE JOINT POWERS AUTHORITY**

INTRODUCTION

This Second Amended and Restated Joint Powers Agreement (“Agreement”) is made and entered into in the State of California as of _____, ~~2019-2016~~ (“Effective Date”), by and among the following public agencies (“Member Agencies”) that are parties to this Agreement:

- (a) Alameda County Transportation Commission (“Alameda CTC” or “Managing Agency”)
- (b) Santa Clara Valley Transportation Authority (“VTA”)

RECITALS

WHEREAS the parties to this Amended and Restated Agreement recognize the need under Section 149.5 of the Streets and Highways Code of the State of California for a joint powers agency to plan, design, construct and administer the operation of a value pricing high-occupancy vehicle program on the Sunol Grade segment of Interstate/State Highway Route 680 (“I-680”) between the interchange with Alcosta Boulevard in the City of Dublin in Alameda County and State Route 237 (Calaveras Boulevard) in the City of Milpitas in Santa Clara County;

WHEREAS this Second Amended and Restated Agreement is intended to and shall replace and supersede in its entirety the Amended and Restated Joint Powers Agreement Establishing the Sunol Smart Carpool Lane Joint Powers Authority dated ~~February 23, 2006~~ June 23, 2016 (the “Original First Amended Agreement”);

WHEREAS each party to this Agreement is authorized to contract with the others for the joint exercise of any common power under the Joint Powers Act, Article 1, Chapter 5, Division 7, Title I of the Government Code of the State of California; and

NOW THEREFORE, in consideration of the recitals and the rights, duties and covenants set forth herein, the parties to this Agreement agree to the following:

1. CREATION AND CONTINUATION OF THE AUTHORITY

The Sunol Smart Carpool Lane Joint Powers Authority (also known as the “I-680 Express Lane JPA,” and referenced herein as the “Authority”), which shall constitute a public entity separate and apart from either Member Agency, was created and established by the original Joint Powers Agreement Establishing the Sunol Smart Carpool Lane Joint Powers Authority dated February 23, 2006 (“Original Agreement”), which Original Agreement was superseded and replaced by the First Amended Agreement. From and after the Effective Date,

the Authority shall be governed by the terms of this Agreement and by any rules and regulations passed and adopted by its Governing Board.

The Executive Director of the Authority shall cause to be filed a notice of the amendment and restatement of the ~~Original~~First Amended Agreement by this Agreement with the office of the Secretary of State within 30 days after its effective date, as required by Section 6503.5 of the Joint Powers Act.

2. PURPOSE

It is the purpose of the Authority to advance the planning, design and construction, and then to administer the operation of a value pricing high-occupancy vehicle program on the Sunol Grade segment of I-680 in Alameda and Santa Clara Counties (the “Project” or the “I-680 Express Lane”) in the I-680 Express Lane Corridor as defined herein, and to adopt and administer an Expenditure Plan for the use of the net revenue generated by the Project.

3. PROJECT BOUNDARIES

The I-680 Express Lane Corridor extends on I-680 from the interchange of Alcosta Boulevard in the City of Dublin in Alameda County to State Route 237 (Calaveras Boulevard) in the city of Milpitas in Santa Clara County (the “Project Corridor” or “I-680 Express Lane Corridor”).

The Project Corridor is split into two sections: The 14-mile long southern section spans approximately 11.7 miles in Alameda County and 2.3 miles in Santa Clara County between State Route 84 in Alameda County and State Route 237 in Santa Clara County. The northern section spans approximately 10 miles between Alcosta Boulevard and State Route 84, all within Alameda County. In Alameda County, the cities or county areas that are in the Project Corridor or that are directly benefited by the Project are Dublin, Livermore, Pleasanton, Fremont, and the unincorporated areas of Alameda County in the immediate vicinity of these cities and I-680. In Santa Clara County, the cities or county areas that are in the Project Corridor or that are directly benefited by the Project are Milpitas and San Jose, and the unincorporated areas of Santa Clara County in the immediate vicinity of these cities and I-680.

4. EFFECTIVE DATE/TERM

This Agreement shall become effective upon approval by the governing board of the Member Agency that last approves the Agreement, which date shall be reflected in the introductory paragraph of this Agreement. The term of this Agreement shall commence on the Effective Date and continue unless and until terminated pursuant to Section 14 below.

5. FUNCTIONS AND RESPONSIBILITIES OF THE AUTHORITY

The Authority shall have the following functions and responsibilities:

5.1 Prepare, adopt, revise, amend, administer and implement the Authority’s Administrative Code, which is the separate document adopted by the Governing Board of the Authority from time to time as may be needed, that outlines, among other things, the

organizational structure of the Authority, the duties and powers of the Executive Director of the Authority who shall be hired by the Governing Board, the conduct of Authority meetings, and stipulates the delegation of power and authority to carry out the business and operations of the Authority.

5.2 Prepare, adopt, revise, amend, administer and implement the annual Budget, which is the separate document adopted annually by the Governing Board of the Authority that sets forth the annual expenses and revenues for Project administration, operations, maintenance and capital projects. The Budget shall consist of a capital budget and an operating budget.

5.3 Prepare, adopt, revise, amend, administer and implement an “Expenditure Plan,” which shall allocate all net revenue generated by the Project that remains after payment of direct expenses pursuant to Section 9.2 to transportation projects and/or programs within the Project Corridor pursuant to Section 9.3. The Expenditure Plan shall be adopted biennially and may be revised from time to time as may be needed by the Governing Board of the Authority.

5.4 Establish, and review from time to time, the fee (toll) structure for the use of the I-680 Express Lane.

5.5 Establish and review the appropriate traffic flow guidelines for the I-680 Express Lane Corridor to ensure optimal use of the express lanes by high-occupancy vehicles at level of service C, or level of service D with approval by the California Department of Transportation, and as otherwise provided in Section 149.5(b) of the Streets and Highways Code of the State of California.

5.6 Coordinate transportation planning and programming with Alameda CTC and VTA for the purposes of the Project.

5.7 Approve, adopt, revise and amend required reports to the California State Legislature.

5.8 Assess Member Agencies for shortfalls in operational costs or other unfunded obligations pursuant to Section 9.1.

5.9 Seek state and federal funding for the construction, administration, and operation of the Project, and other duties described in this Agreement.

5.10 Other functions and responsibilities as may be added by amendments to this Agreement pursuant to Section 16.

5.11 Other functions and responsibilities that are consistent with the purpose, objectives, functions and responsibilities described in this Agreement or are imposed or allowed by state or federal law.

6. POWERS OF THE AUTHORITY

As may be necessary for the accomplishment of the purposes of the Agreement and the functions and responsibilities of the Authority, the Authority shall have the power in its own name to undertake the following:

6.1 To make and enter into any and all contracts to accomplish the purpose and function of the Authority.

6.2 To employ or contract for the services of agents, employees, consultants, and such other persons or firms as it deems necessary.

6.3 To contract for any and all services deemed necessary to meet the purposes of the Authority.

6.4 To make plans and conduct studies and to review, recommend or adopt revisions or amendments thereto to the extent allowed by law.

6.5 To acquire by lease, purchase or lease-purchase, and to hold and dispose of any and all real and personal property necessary to carry out the purposes of this Agreement.

6.6 To construct, manage and maintain facilities and services, or enter into contracts for construction, management and maintenance of facilities and services.

6.7 To sue and be sued in its own name.

6.8 To incur debts, liabilities and obligations; however, the debts, liabilities and obligations of the Authority shall not constitute any debt, liability or obligation of any of the Member Agencies which are parties to this Agreement.

6.9 To issue bonds, refunding bonds, or bond anticipation notes, at any time to finance construction and construction-related expenditures of the Project and other projects in the Expenditure Plan, pursuant to and in compliance with Section 149.5(f) of the Streets and Highways Code of the State of California.

6.10 To apply for and accept grants for financial aid pursuant to any applicable state or federal statutes.

6.11 To adopt, as authorized by law, ordinances or resolutions necessary to carry out the purposes of this Agreement.

6.12 To seek state and federal or other funding to defray the cost of the design, construction, administration and operation of projects in the Project Corridor.

6.116.13 To the extent not set forth herein and in Section 149.5 of the Streets and Highways Code of the State of California, the Authority may exercise any and all powers granted to VTA, under Article 5 of Chapter 5 of Part 12 of the California Public Utilities Code, commencing with section 100160, and is subject to the restrictions imposed upon VTA by California ~~Statutes~~ statutes to the extent such restrictions apply to the activities of the Authority.

7. GOVERNING BOARD OF THE AUTHORITY

7.1 Members of the Governing Board

All powers of the Authority shall be exercised by a five member Governing Board. The Governing Board shall be composed as follows:

- (a) Four representatives of Alameda CTC;
- (b) One representative of VTA.

7.2 Selection of Members

(a) Members of the Governing Board shall be selected by the Boards of each respective Member Agency using the following criteria:

(i) Alameda CTC shall select its Members of the Governing Board of the Authority from elected officials who represent jurisdictions within the Project Corridor, or jurisdictions that will benefit from the Project, but Members of the Governing Board need not be members of the governing board of Alameda CTC;

(ii) VTA shall select its Members of the Governing Board of the Authority from members or alternate members of its governing board.

(b) The California Department of Transportation may designate one person who shall be entitled to receive all notices sent to Members and to participate in all Board Meetings and discussions, but who shall not be entitled to vote or hold office.

(c) Each Board Member shall hold office from the first meeting of the Authority after his or her appointment until a successor is appointed, or until the date such Board Member no longer serves as an elected official representing a jurisdiction in the Project Corridor or a jurisdiction that will otherwise benefit from the Project, whichever date is first. Each Board Member shall serve at the pleasure of the appointing Member Agency.

(d) Alternate Members of the Governing Board shall be selected by the boards of each respective Member Agency using the criteria outlined above in a manner determined by their respective Boards. Such Alternate Members may serve in the event that the appointed Governing Board Member is unable to attend a Board Meeting.

7.3 Officers of the Governing Board

The Governing Board shall elect a Chair and a Vice-Chair from among its Board Members at its first meeting. Thereafter at the first meeting held in each succeeding calendar year, or as otherwise determined by the Board in its discretion, the Authority shall elect its Chair and Vice-Chair for that year. If the Chair or Vice-Chair so elected ceases to be a member of the Governing Board, the resulting vacancy shall be filled at the next meeting of the Authority held after each vacancy occurs. In the absence or inability of the Chair to act, the Vice-Chair shall act

as Chair. The Chair, or in his or her absence, the Vice-Chair, shall preside at and conduct all meetings of the Authority.

7.4 Appointment of Treasurer

Pursuant to Sections 6505.5 and 6505.6 of the Government Code of the State of California, the Governing Board shall designate as Treasurer of the Authority one who is either Treasurer of any Member Agency, or a certified public accountant, or an employee of the Authority ~~or of the Managing Agency~~. The appointed Treasurer shall serve until the Authority designates a different Treasurer. If the Treasurer so appointed becomes ineligible or ceases to be able to perform his or her duties, the resulting vacancy shall be filled at the next meeting of the Authority held after each vacancy occurs. The roles and responsibilities of the Managing Agency are set forth in Section 89 below, and in the Administrative Code. The Treasurer is required to perform the functions specified in Section 11 below and in the Administrative Code.

7.5 Appointment of Auditor/Controller

Pursuant to Sections 6505.5 and 6505.6 of the Government Code of the State of California, the Governing Board shall designate from the same agency as the Treasurer an Auditor/Controller at its first meeting.

However, if a certified public accountant has been designated as Treasurer of the Authority, the Governing Board shall designate from the auditors of the Member Agencies an Auditor/Controller for the Authority at its first meeting. The Authority may also designate one of its officers or employees ~~or an employee of the Managing Agency as Auditor/Controller~~.

~~Thereafter at the first meeting held in each succeeding calendar year, the Governing Board shall elect its Auditor/Controller for that year pursuant to these requirements. The appointed Auditor/Controller shall serve until the Authority designates a different Auditor/Controller. If the Auditor/Controller becomes ineligible or ceases to be able to perform his or her duties, the resulting vacancy shall be filled at the next meeting of the Authority held after such vacancy occurs.~~

7.6 Appointment of Secretary

The Governing Board shall designate a Secretary at its first meeting and that Secretary shall serve until the Authority designates a different Secretary. If the Secretary so elected becomes ineligible or ceases to be able to perform his or her duties, the resulting vacancy shall be filled at the next meeting of the Authority held after each vacancy occurs. The Secretary may be an employee of the Authority or of the Managing Agency.

7.7 Meetings of the Governing Board

(a) Regular Meetings

The Governing Board shall establish a schedule for its regular meetings provided that it shall hold at least one regular meeting in each quarter of each year and such further meetings as may be reasonable depending on the pressure of business.

(b) Special Meetings

Special meetings of the Governing Board may be called by the Governing Board, Chair, Vice-Chair, or Executive Director of the Authority in accordance with the provisions of law.

(c) Notice of Meetings

All meetings of the Governing Board shall be called, noticed, held and conducted in accordance with the provisions of the Ralph M. Brown Act, commencing with Section 54950 of the Government Code of the State of California.

(d) Teleconferenced Meetings

Pursuant to Section 54953 of the Government Code of the State of California, meetings may be held when one or more members of the Governing Board attend telephonically, provided that the teleconferenced meeting or proceeding shall comply with all requirements of the Ralph M. Brown Act and all otherwise applicable provisions of law relating to a specific type of meeting or proceeding. All votes taken during a teleconferenced meeting shall be by roll call. If the Governing Board elects to use teleconferencing, it shall post agendas at all teleconference locations and conduct teleconference meetings in a manner that protects the statutory and constitutional rights of the parties or the public appearing before the Governing Board. Each teleconference location shall be identified in the notice and agenda of the meeting or proceeding, and each teleconference location shall be accessible to the public. During the teleconference, at least a quorum of the members of the Governing Board shall participate from locations within the boundaries of the territory over which the Member Agencies exercise jurisdiction. The agenda shall provide an opportunity for members of the public to address the Governing Board directly pursuant to Section 54954.3 of the Government Code of the State of California at each teleconference location. For the purposes of this section, "teleconference" means a meeting of the Governing Board, the members of which are in different locations, connected by electronic means, through either audio or video, or both. Nothing in this section shall prohibit the Authority from providing the public with additional teleconference locations.

(e) Quorum

A majority of Members shall constitute a quorum for the transaction of business, except that less than a quorum may adjourn for lack of quorum. A minimum of 3 votes of the Governing Board is required to take action.

(f) Reimbursement For Expense of Meeting

The Governing Board is authorized to fix a reasonable sum to be paid to Members for their attendance of Governing Board Meetings. Such compensation shall be for mileage and other incidental costs associated with meeting attendance.

(g) Minutes

The Secretary of the Governing Board shall cause minutes of all meetings to be kept, and shall, after each meeting, cause a copy of the minutes to be forwarded to each Board Member of the Authority.

8. MANAGING AGENCY

While the Authority will oversee the implementation of the Project, the support of the Member Agencies is required. Therefore:

8.1 Alameda CTC, ~~as successor to the Alameda County Congestion Management Agency~~, shall continue to serve as the Managing Agency for the Project on behalf of the Authority.

8.2 The roles and relationships between the Managing Agency and the Authority shall be set forth in this Agreement and as further described in an Administrative Code, which shall be adopted by the Governing Board. The Managing Agency, together with the Executive Director, shall work in cooperation with the Member Agencies and endeavor to achieve consensus on Authority issues and matters that go before the Governing Board. If consensus cannot be reached, the Managing Agency, together with the Executive Director, shall prepare a report to the Governing Board that reflects the position of each Member Agency.

The Managing Agency shall have the following authority and responsibilities under the direction of the Governing Board, a portion of which could be delegated to the Executive Director:

(a) Prepare or oversee the production of items required for Governing Board approval, including:

(i) The Administrative Code, which shall be updated or otherwise amended from time to time as necessary;

(ii) The Budget, a draft of which shall be submitted to the Governing Board at least three months prior to the first fiscal year of operation of the Project, and thereafter submitted annually by June 1, at least one month prior to the start of each new fiscal year;

(iii) Two-year Expenditure Plan, a draft of which shall be submitted to the Governing Board at least three months prior to the first fiscal year of operation of the Project, and thereafter submitted biennially by April 1 to the Governing Board;

(iv) Annual Audit pursuant to Section 6505 of the Government Code of the State of California;

Agencies;

(v) Annual Report to the Governing Board and the Member

(vi) Project Report to the California State Legislature pursuant to Section 149.5(f) of the Streets and Highways Code of the State of California;

(b) Execute and administer agreements and contracts on behalf of the Authority for the construction, administration, operation and maintenance of the Project.

(c) File grant applications or submit requests for funding of the construction, administration and operation of the Project.

(d) Manage, implement and administer grants related to the Project.

(e) Prepare and submit to the Governing Board reports quarterly, or more frequently as requested by the Governing Board, comparing the actual expenses and revenues to the Budget.

(f) Report regularly to the staff of the Member Agencies and the Governing Board regarding issues that affect the Authority and the Project.

(g) Coordinate the development of the Governing Board agendas and staff reports with the staff of the Member Agencies prior to mailing.

(h) Provide information and support to Member Agencies for satisfying the requirements of local funding sources.

(i) Provide and manage all personnel utilized in providing or supporting the Project, and manage all contracts for professional services consistent with the Administrative Code as defined in Section 5.1.

(j) Pay all invoices properly charged to the Authority, if within and in accordance with the adopted Budget.

(k) Assess Member Agencies for shortfalls in operational costs or other unfunded obligations pursuant to Sections 5.8 and 9.1.

8.3 The Authority shall compensate the Managing Agency for its management services pursuant to the limitation of the Budget; however, the Member Agency serving as the Managing Agency shall not be entitled to compensation for its activities in representing that Member Agency on the Governing Board, except as set forth in Section 7.7(f).

9. FUNDING

9.1 In addition to any funds derived from grants as provided in this Agreement, the Member Agencies will contribute the funds necessary to carry out the purposes and powers of the Authority as follows: All shortfalls in operational costs or other unfunded obligations ~~in the northern section shall be assessed to Alameda CTC. Any shortfalls in~~

~~operational costs or other unfunded obligations in the southern section~~ will be assessed on a pro-rated basis, with ~~eighty ninety~~ percent (~~980~~%) assessed to Alameda CTC and ~~tentwenty~~ percent (~~120~~%) assessed to VTA.

9.2 Any revenues generated from the Project shall be available to the Authority for the direct expenses related to the operation (including collection and enforcement), maintenance, and administration of the Project. As required by Section 149.5 of the Streets and Highways Code of the State of California, the administrative expenses of the Authority shall not exceed 3 percent of the revenues.

9.3 All net revenue generated by the Project that remains after payment of direct expenses pursuant to Section 9.2 shall be allocated to projects and/or programs pursuant to an Expenditure Plan adopted biennially by the Authority for transportation purposes within the Project Corridor. The net revenues shall, over the term of the Expenditure Plan, generally be allocated in the proportions of express lane project lane miles within the Alameda and Santa Clara Counties. The Expenditure Plan may include, but is not limited to, funding for the following:

(a) The construction of high-occupancy vehicle facilities, including the design, preconstruction, construction, and other related costs of a northbound Interstate 680 Express Lane project in the southern section.

(b) The construction of high-occupancy vehicle facilities, including the design, preconstruction, construction, and other related costs of northbound and/or southbound Interstate 680 Express Lane projects on the northern section.

(c) Transit capital and operations that directly serve the I-680 Express Lane Corridor.

10. BUDGET

The Governing Board shall adopt a final Budget prior to the start of each fiscal year beginning with the first fiscal year of operation of the Project. The fiscal year shall begin July 1 of each year and shall include the following June 30. The Budget shall include separate components for administrative, operations, and capital costs anticipated to be incurred by the Authority during the fiscal year. No funding or financial obligations shall be created against any Member Agency solely as a result of adopting an annual Budget.

11. AUDIT AND ACCOUNTING

Pursuant to the requirements of section 6505.5 of the Government Code of the State of California, the Treasurer is designated to be the depository and to have custody of all funds from whatever source, and to perform the following functions:

11.1 Receive and receipt for all money and place it in a bank account or other investment instrument approved by the Authority for the credit of the Authority.

11.2 Be responsible upon official bond for the safekeeping and disbursement of all Authority money so held.

11.3 Pay, when due, out of money of the Authority, all sums payable on outstanding bonds and coupons of the Authority.

11.4 Pay any sums due from Authority money, or any portion thereof, only upon warrants of the public office performing the functions of auditor or controller who has been so designated pursuant to this Agreement.

11.5 Verify and report to the Governing Board and to the Member Agencies in writing quarterly, or more frequently as requested by the Governing Board, the amount of money the Treasurer holds for the Authority, and the amount of receipts and the amounts paid out since the last report.

Pursuant to the requirements of section 6505.6 of the Government Code of the State of California, if the Governing Board appoints one of its officers or employees as either Treasurer or Auditor/Controller, the Treasurer or Auditor/Controller shall cause an independent audit to be made by a certified public accountant, or public accountant, in compliance with Section 6505 of the Government Code of the State of California.

The Authority shall provide for the accountability of all funds and shall provide for an annual independent audit.

12. LIABILITY OF AUTHORITY, OFFICERS AND EMPLOYEES

The debts, liabilities, and obligations of the Authority shall not be the debts, liabilities and obligations of the Member Agencies. The Governing Board Members, the Managing Agency, and officers, employees, and staff of the Authority ("Authority Representatives") shall use ordinary care and reasonable diligence in the exercise of their powers and in the performance of their duties pursuant to this Agreement. They shall not be liable for any mistakes of judgment or any other action made, taken or omitted by them in good faith, nor for any action with reasonable care, nor for loss incurred through investment of joint powers agency funds, or failure to invest. No Governing Board Member, nor any officers, employees or staff of either Member Agency, nor any Authority Representatives ~~officer or employee~~ shall be responsible for any action taken or omitted by any other Governing Board Member ~~director, officer, employee or staff of either Member Agency, nor any Authority Representatives.~~ ~~officer or employee.~~ No ~~director=~~ Governing Board Member, officer or employee nor any Authority Representatives shall be required to give a bond or other security to guarantee the faithful performance of his or her duties pursuant to this Agreement. The Authority shall indemnify and hold harmless the Authority's individual Governing Board Members, its officers, ~~and~~ employees, and agents -and the Managing Agency, its officers, employees and agents, for any action taken lawfully and in good faith pursuant to this Agreement. Nothing in this section shall be construed to limit any defenses available to the Authority, its officers, employees, staff, Governing Board Members, or Member Agencies under any law, including the Government Tort Claims Act found in the Government Code of the State of California, commencing with section 830.

13. REPORT TO CALIFORNIA LEGISLATURE

As required by Section 149.5 of the Streets and Highways Code of the State of California, not later than three years after the Authority first collected revenues from the Project, the Authority presented a report to the California State Legislature on its findings, conclusions, and recommendations concerning the Project. The report included an analysis of the effect of the value pricing high-occupancy vehicle lanes on the adjacent mixed-flow lanes and any comments submitted by the California Department of Transportation and the Department of the California Highway Patrol regarding operation of the Project.

14. TERMINATION OF AGREEMENT BY AUTHORITY

If the Project is not successful as determined by the Governing Board, this Agreement may be terminated by a resolution approved by a four-fifths (4/5) vote of the Members of the Governing Board at a regularly noticed Governing Board meeting. Such termination will be effective on the date specified in the resolution of the Governing Board. In the event of a termination under this Section, the Authority and this Agreement will continue to exist for the purpose of restoring the Project Corridor to its pre-Project condition, and once the Project Corridor has been restored to its pre-Project condition, distributing any money or assets in possession of the Authority after the payment of all liabilities, costs, expenses, and charges validly incurred under this Agreement, to the Member Agencies in proportion to their contributions determined as of the time of termination to be used for transit capital and operations that directly serve the I-680 Express Lane Corridor.

15. AMENDMENTS TO THE AGREEMENT

This Agreement may be further amended at any time by the ~~unanimous agreement~~ mutual consent and approval of the Boards of the Member Agencies.

16. ARBITRATION

In the event of a dispute between the Authority and its Member Agencies, or any one Member Agency, which those parties cannot satisfactorily resolve, the dispute shall be submitted to arbitration by a panel of three arbitrators pursuant to the rules of the American Arbitration Association. The panel of arbitrators shall consist of one arbitrator appointed by the governing body of the Authority and one arbitrator appointed by the Member Agencies with whom the dispute exists and the third member shall be appointed by mutual consent of the other two arbitrators. The arbitration panel shall resolve the dispute in accordance with the terms of this Agreement.

17. SUCCESSOR STATUTES

All statutes cited herein shall be deemed to include amendments and successor statutes to the cited statutes as they presently exist.

18. NOTICE

All notices, requests, payments and all other communications to be made or given under this Agreement shall be in writing and shall be deemed to have been duly given on the date of service if served personally, or on the second day after mailing if mailed to the party to whom notice is to be given, by first class mail, registered or certified, postage prepaid, and properly addressed as follows:

If to Alameda CTC:

Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607
Attn: Arthur L. Dao

If to VTA:

Santa Clara Valley Transportation Authority
3331 North First Street
San Jose, CA 95134-1906
Attn: ~~Carolyn Gonot~~ ~~John Ristow~~

19. CONSTRUCTION: NUMBER, GENDER AND CAPTIONS

This Agreement has been executed in the State of California and shall be construed according to the law of the State of California. Numbers and gender as used herein shall be construed to include that number and/or gender which is appropriate in the context of the text in which either is included. Captions are included herein for the purposes of ease of reading and identification. Neither gender, number nor captions used herein shall be construed to alter the plain meaning of the text in which any or all of them appear.

20. EXECUTION IN COUNTERPART

The Agreement may be executed in one or more counterparts and may include multiple signature pages, all of which shall be deemed to be one instrument. Copies of this Agreement will be used in lieu of the original.

21. COMPLETE AGREEMENT

This Agreement constitutes the full and complete agreement of the parties.

IN WITNESS WHEREOF, the parties hereto have executed this Agreement by authorized officials indicated below.

ALAMEDA COUNTY TRANSPORTATION COMMISSION

SANTA CLARA VALLEY TRANSPORTATION AUTHORITY

By: _____
ARTHUR L. DAO
Executive Director

By: _____
NURIA I. FERNANDEZ
General Manager

APPROVED AS TO FORM:

REVIEWED AS TO BUDGET/~~FINANCIAL~~ CONTROL

By: _____
General Counsel

By: _____
PATRICIA REAVEY
Deputy Executive Director of Finance and
Administration

APPROVED AS TO FORM:

By: _____
~~Wendel, Rosen, Black & Dean LLP~~ Meyers, Nave, Riback, Silver & Wilson, PLC
General Counsel



Memorandum

6.13

1111 Broadway, Suite 800, Oakland, CA 94607 • 510.208.7400 • www.AlamedaCTC.org

DATE: February 21, 2019

TO: Alameda County Transportation Commission

FROM: Trinity Nguyen, Director of Project Delivery

SUBJECT: I-880 Southbound HOV Lane (PN 1376.001): Approval of Contract Amendment No. 1 to Professional Services Agreement A18-0035 with WMH Corporation (WMH)

Recommendation

It is recommended that the Commission authorize the Executive Director to execute Amendment No. 1 to the Professional Services Agreement No. A18-0035 with WMH for an additional amount of \$205,000 for a total not-to-exceed amount of \$455,000 to provide design and support services during construction for replacement highway planting.

Summary

The I-880 Southbound High Occupancy Vehicle (HOV) Lane – South Segment Project located in the City of San Leandro is an Alameda County Transportation Commission (Alameda CTC) project funded by the State of California Proposition 1B Transportation Bond Program approved by California voters in November 2006. At a total project cost of \$69.8 million, the South Segment Project improvements included freeway widening work to accommodate the new southbound HOV lane and the reconstruction of the Davis Street and Marina Boulevard overcrossings to provide standard vertical clearance over the freeway. The South Segment Project was opened to the public in October 2015 and closeout for the mainline construction work has been completed. Project development is currently underway for the replacement highway planting work required during the project environmental approval process.

In April 2018, the Commission approved Professional Services Agreement (A18-0035) with WMH Corporation for a not-to-exceed amount of \$250,000 to provide design and support services during construction for replacement highway planting. This budget provided for concept plans at both the Davis St. and Marina Blvd. interchanges and full design and support during construction at the Davis St. Interchange. Design for replacement planting at the Marina Blvd. Interchange was to be deferred until sufficient design and construction funds were available. The estimated budget for this work is \$2.0 million.

In December 2018, Caltrans accepted the closeout reports for the South Segment Project. As a result, a sufficient amount of previously allocated project funds were made available for the design and implementation of replacement planting at the Marina Blvd. Interchange.

Authorization of Amendment No. 1 to Professional Services Agreement No. A18-0035 with WMH for an additional amount of \$205,000 for a total not-to-exceed amount of \$455,000 will provide the resources necessary to provide additional design and design support during construction to implement replacement planting at the Marina Blvd. Interchange concurrent with the replacement planting at the Davis St. Interchange. A summary of all contract actions related to Agreement No. A18-0035 is provided in Table B.

Background

The I-880 Southbound HOV Lane – South Segment Project located in the City of San Leandro is an Alameda CTC project funded by the State of California Proposition 1B Prop 1B) Transportation Bond Program approved by California voters in November 2006. The South segment Project improvements included freeway widening work to accommodate the new southbound HOV lane and the reconstruction of the Davis Street and Marina Boulevard overcrossings to provide standard vertical clearance over the freeway. WMH was initially selected through a competitive process in October 2008 to provide preliminary and final design services, and design support during construction for the South Segment Project.

The South Segment Project was opened to the public in October 2015. Drought and other issues such as suspended NEPA delegation delayed the start of the replacement planting design work. In September 2017, the estimated remaining South Segment funds were sufficient to prepare concept plans for the replacement planting project; however, only replacement planting at the Davis St. Interchange could proceed. The remaining work at the Marina Blvd. Interchange would be deferred until funding was identified.

In April 2018, the Commission authorized a new contract (A18-0035) with WMH to prepare a design for the replacement planting work and to provide design support during construction. Staff has been working with the City of San Leandro to finalize a concept plan for the replacement planting at the Davis St. Interchange.

In December 2018, Caltrans accepted the closeout reports for the South Segment Project. As a result, previously allocated funding for the project is now available to implement the replacement planting at the Marina Blvd. Interchange. The estimated cost to design and implement replacement planting at the Marina Blvd. Interchange through the 3-year plant establishment period is \$2.6 million. The estimated design services cost is \$205,000.

Staff has negotiated the contract amendment with WMH based on the level of effort anticipated to be required to conduct the additional work scope. The Project's funding plan includes budget from Measure B, Measure BB, and CMA-TIP funds for this effort. WMH is a certified Alameda CTC small local business enterprise.

Staff has determined that this negotiated amount is fair and reasonable to both Alameda CTC and the WMH. Table B summarizes the contract actions related to Agreement No. A18-0035.

<u>Table B: Summary of Agreement No. A18-0035</u>			
Contract Status	Work Description	Value	Total Contract Not-to-Exceed Value
Original Professional Services Agreement with WMH (A18-0035) <i>April 2018</i>	Professional design and support services during construction for replacement highway planting (Davis St. Interchange)	N/A	\$250,000
<i>Proposed Amendment No. 1 February 2019 – (This Agenda Item)</i>	Provide additional budget and additional time to complete the project (Marina Blvd. and Davis St.)	\$205,000	\$455,000
Total Amended Contract Not-to-Exceed Amount			\$455,000

The project funding plan for the South Segment Project includes State Prop 1B funds, and various local contributions including Measure B, Measure BB, CMA-TIP, and City of San Leandro funds. All project funds have been allocated by the Commission to complete the project. The proposed professional services agreement work would be funded by funds previously allocated to the project: \$172,000 Measure BB, \$43,000 of San Leandro funds, \$140,000 ACTIA, and \$100,000 CMA-TIP for a total value of \$455,000.

Levine Act Statement: WMH did not report a conflict in accordance with the Levine Act.

Fiscal Impact: The action will authorize the encumbrance of an additional \$205,000 in previously allocated Measure BB, Measure B, and CMA TIP funds. This amount is included in the Project's funding plan and upon approval, budget will be reflected in the Alameda CTC's FY 2018-2019 Capital Program Budget.

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DATE: February 21, 2019

TO: Alameda County Transportation Commission

FROM: Tess Lengyel, Deputy Executive Director of Planning and Policy

SUBJECT: Federal, state, regional, and local legislative activities update

Recommendation

This item is to provide the Commission with an update on federal, state, regional, and local legislative activities.

At the Planning and Policy Committee (PPLC) meeting on February 11, 2019, the following items were recommended to the full Commission:

- Support the Association of Bay Area Governments as the regional entity to administer CASA¹ compact components;
- Include housing related bills that have associated implications with transportation in future legislative updates and include updates on CASA-related legislation. Staff will work with the Chair of PPLC on housing related bill recommendations, and staff will address resource needs to analyze housing bills.

Summary

Each year, Alameda CTC adopts a legislative program to provide direction for its legislative and policy activities for the year. The program is designed to be broad and flexible, allowing Alameda CTC to pursue legislative and administrative opportunities that may arise during the year, and to respond to political processes in the region as well as in Sacramento and Washington, D.C.

The 2019 Alameda CTC Legislative Program is divided into six sections for Transportation Funding, Project Delivery and Operations, Multimodal Transportation, Land Use and Safety, Climate Change and Technology, Goods Movement, Partnerships. Partnership throughout the Bay Area and California on legislation and policy issues will be key to the success of the 2019 Legislative Program.

¹ CASA: The Committee to House the Bay Area: <https://mtc.ca.gov/our-work/plans-projects/casa-committee-house-bay-area>

Background

The Commission approved the 2019 Legislative Program in December 2018. The purpose of the legislative program is to establish funding, regulatory, and administrative principles to guide Alameda CTC's legislative advocacy.

Each month, staff brings updates to the Commission on legislative issues related to the adopted legislative program, including recommended positions on bills as well as legislative and policy updates. The following are updates that include information from Alameda CTC state and federal lobbyists, Platinum Advisor and CJ Lake, respectively.

State Update

On January 10, 2019, Governor Newsom unveiled his first budget outlining \$209 billion in spending, including \$144 billion in general funds expenses, \$59 billion in special fund spending, and \$5.3 billion in bond funds. The budget supports new investments while adding more reserve funds. The budget proposal adds \$1.8 billion to reserves bringing the Rainy Day fund to \$15.3 billion. In addition, the budget adds \$700 million to the Safety Net Reserve, for a total of \$900 million to preserve safety net programs during a recession.

The 2019-20 budget proposes to pay off outstanding loans of \$4 billion, including \$2.4 billion to eliminate all outstanding loans from special funds and transportation accounts. The remaining debt payments are for state payroll deferral and CALPERS payments that provided one-time budget savings about a decade ago to balance the budget at that time. In addition, the proposed budget includes a one-time \$3 billion supplemental contribution to the state's share of unfunded PERS liability, and a \$1.1 billion payment toward CalSTRS pension liability.

Transportation Funding: The budget summary does not include a chapter on transportation. With SB 1 in place, the budget proposal supports the flow of SB 1 funds as prescribed in law. The budget estimates a total of \$4.8 billion in SB 1 funds will be available and the funds are programmed as follows:

- \$1.2 billion for cities and counties for local road repair
- \$1.2 billion for the repair and maintenance of the state highway system
- \$400 million for the state's bridges and culverts
- \$307 million for trade corridors
- \$250 million for congested commute corridors
- \$458 million for local transit operations
- \$386 million for capital improvements for transit and intercity rail
- \$200 million for Local Partnership projects
- \$100 million for Active Transportation projects
- \$25 million for freeway service patrols
- \$25 million for local planning grants

State Transit Assistance (STA): The formula allocation of the funds to transit operators through the STA formula totals nearly \$1 billion in 2019-20. This includes \$422 million in “base” STA revenue, \$108 million in SB 1 registration fee revenue, \$350 million in SB 1 diesel sales tax revenue, and \$122 million in Cap & Trade Low Carbon Transit Operation Program funds. An additional \$50 million in SB 1 diesel sales tax revenue is allocated to commuter and intercity rail operators.

Cap & Trade: The budget summary includes an expenditure plan for cap & trade auction revenue. The proposal does not propose any changes to the 60% of funds that are continuously appropriated to high-speed rail, transit operations, housing, and transit capital funds. The total cap & trade auction revenue anticipated in 2019-20 is approximately \$2.5 billion. Some funds are taken “off-the-top” for forest health programs, and then 60% is continuously appropriated, leaving about \$1 billion in discretionary funds. Governor Newsom’s proposed expenditure plan is as follows:

Figure EPA-01
2019-20 Cap and Trade Expenditure Plan
(Dollars in Millions)

Investment Category	Department	Program	Amount
Air Toxic and Criteria Air Pollutants	Air Resources Board	AB 617 - Community Air Protection	\$200
		AB 617 - Local Air District Implementations (\$50 million total, including other funds)	\$20
		Technical Assistance to Community Groups	\$10
Low Carbon Transportation	Air Resources Board	Clean Vehicle Rebate Project	\$200
		Clean Trucks, Buses, & Off-Road Freight Equipment	\$132
		Enhanced Fleet Modernization Program, School Buses & Transportation Equity Projects	\$50
		Agricultural Diesel Engine Replacement & Upgrades	\$25
Healthy Forests	CAL FIRE	Healthy & Resilient Forests	\$165
		Prescribed Fire & Fuel Reduction	\$35
Climate Smart Agriculture	Department of Food & Agriculture	Healthy Soils	\$18
		Methane Reduction	\$25
Short-Lived Climate Pollutants	CalRecycle	Waste Diversion	\$25
Integrated Climate Action: Mitigation & Resilience	Strategic Growth Council	Transformative Climate Communities	\$40
	Coastal Commission & SF Bay Conservation and Development Commission	Coastal Resilience	\$3
	Community Services & Development	Low-Income Weatherization	\$10
	California Conservation Corps	Energy Corps	\$6
Workforce Training	Workforce Development Board	Apprenticeships for a Green Economy	\$27
Climate and Clean Energy Research	Strategic Growth Council	Climate Change Research	\$10
Total			\$1,001

Green Apprenticeships: The cap & trade expenditure plan includes \$27 million for workforce development. This revenue would be used to establish apprenticeships and workforce assistance as described below:

- Pre-Apprenticeship Construction Partnerships—\$10 million annually for 5 years to place approximately 3,000 disadvantaged workers in

apprenticeships for a career in the trades by doubling the training capacity for each of the existing 14 regional hubs.

- Training Partnerships—\$10 million annually for 5 years to place 2,000 disadvantaged workers into entry-level jobs and develop skills in climate and technology-related occupations through the expansion of existing partnerships.
- Worker Transition Fund—\$5 million annually for 5 years to provide income replacement in conjunction with retraining for approximately 1,500 displaced workers resulting from climate policies or automation.
- Technical Assistance and Program Administration—\$2 million for 11 positions and contract resources at the California Workforce Development Board to support these programs.

Budget subcommittees will conduct hearings on the budget into early May prior to the Governor's May Revise, which must be released by May 14. Thereafter, both the Assembly and Senate will finalize each houses' version of the budget, then conference to resolve differences. The legislative leaders and the Governor will meet in June to address any outstanding issues and a final budget must be adopted by June 15. The new budget year will begin on July 1 after the Governor signs the final budget bill.

Legislation: Both January and February have bill deadlines, including January 25th as the last day to submit bill requests to the Office of Legislative Counsel and February 22nd is the final day for introducing new bills. It is anticipated that over 2500 bills will be introduced into the state legislature this year. Staff evaluates bills related to Alameda CTC's legislative platform and brings recommendations during the legislative year on bills that advance or affect the adopted Alameda CTC legislative program.

Since the commencement of the 2019 legislative year, several bills have been introduced, many with spot bill language - language of intent that will be flushed out further as bills are heard in committees. Many bills thus far address the state's housing needs and range from reestablishment of redevelopment agencies, to new tax increment financing, expediting housing approval processes and changing housing development requirements regarding zoning, density and height limitations, and lowering the voter threshold for parcel and sales taxes that could fund housing development. Staff will evaluate housing bills that have transportation related components relevant to the Alameda CTC adopted legislative platform.

Regarding transportation, Alameda CTC is watching several bills that have been introduced (below) and will bring recommendations in the upcoming months as bills are more clearly defined through the committee hearing processes.

- AB 147 regarding the Wayfair Supreme Court Decision: Assemblywoman Autumn Burke and Senator Mike McGuire have introduced AB 147, which

would enact changes to implement the *South Dakota v. Wayfair* decision. Under *Wayfair*, the U.S. Supreme Court found that online retailers are required to collect and remit sales tax regardless of whether the online retailer has a physical presence in the state where the order is delivered. The California Department of Tax and Fee Administration (CDTFA) through its authority has issued a letter stating how it intends to comply with this decision which relies on the \$100,000 threshold implemented in South Dakota, but CDTFA would apply that dollar threshold to sales within each taxing jurisdiction, not statewide total. To simplify this process, AB 147 would propose a \$500,000 statewide threshold. This bill would also require sales tax to be collected on sales made through an intermediary, such as eBay, and under the bill eBay would be the entity that is required to collect and remit the tax.

- AB 252 NEPA Delegation: Assemblyman Daly introduced AB 252, which would remove the sunset date for delegation to Caltrans the National Environmental Policy Act (NEPA) review in California. Current law allows NEPA delegation through January 1, 2020 and this bill would extend that authority indefinitely, allowing continuation of this more streamlined environmental review process for projects that must go through federal environmental reviews pursuant to NEPA.
- SB 137 State and Federal Fund Swap: Senator Bill Dodd introduced SB 137 which would allow any city or county to swap federal transportation funds for state funds. The current exchange program is limited to regional transportation planning agencies with a population below 200,000. This measure is sponsored by CSAC, and it is aimed at streamlining project delivery by removing the federal review process associated with using federal funds. With the additional SB 1 funds in state accounts, the resources should be sufficient to allow interested cities and counties to exchange federal funds for state dollars, thus eliminating the need to complete both NEPA and CEQA reviews.
- SB 127 Complete Streets: Senator Wiener reintroduced a measure that would require Caltrans to address complete needs on state highways that operate as local roads. SB 127 would require Caltrans, starting with the 2020 State Highway Operation and Protection Program (SHOPP) to include investments that improve the safety of pedestrians and bicyclists. In particular, this bill would require Caltrans when it undertakes a capital improvement project on a state highway or a local street that crosses a state highway to include investments in or improvements to pedestrian and bicycle facilities. Caltrans is required to form a project development team for each project that include representatives from the local transportation agency, bicycle and pedestrian advisory committees, and representatives from disadvantaged communities. Bicycle and pedestrian investments are not required to be made on freeways, and Caltrans can seek to exempt a project if the investments would create an adverse impact or there is a demonstrated absence of need.

Federal Update

On January 25th, the President signed a clean continuing resolution (CR) through February 15 for the remaining seven appropriations bills that need to be approved to fully open the federal government. The plan includes funding the departments of Transportation, Agriculture, Homeland Security, Treasury, Commerce, Housing and Urban Development, Justice, State and Interior, as well as the IRS, National Science Foundation, FDA and EPA. Additionally, there is an agreement for the House and Senate to go to conference on border wall negotiations.

Federal Surface Transportation Reauthorization: The Fixing America's Surface Transportation (FAST) Act funds the nation's federal surface transportation program. The FAST Act bill was signed by President Barack Obama on December 4, 2015. The \$305 billion, five-year bill was funded without increasing transportation user fees. The bill will expire in 2020.

The federal gas tax was last raised in 1993 and it is anticipated that action on development of a new transportation/infrastructure bill could take place this year and would include a particular focus on how to address funding the nation's transportation system.

The following summarizes the committees that are related to the surface transportation reauthorization. The House and Senate Full Committees have organized for the 116th Congress; however, the Subcommittee Chairman and Ranking Members are still unknown at this point

- House Appropriations
 - Full Committee Chairwoman: Nita Lowey (D-NY)
 - Full Committee Ranking Member: Kay Granger (R-TX)
 - Jurisdiction: Legislates the disbursement of revenue to all federal departments and agencies
- House Energy and Commerce (E&C)
 - Full Committee Chairman: Frank Pallone (D-NJ)
 - Full Committee Ranking Member: Greg Walden (R-OR)
 - Jurisdiction: With respect to transportation, emissions/Corporate Average Fuel Economy (CAFE) standards for vehicles (of all types to include trains, airplanes, and ships), authorization for vehicle safety standards within the National Highway Traffic Safety Administration (NHTSA) of DOT, DOE vehicle technologies (and all DOE programs in general), and communications infrastructure/technology for autonomous vehicles (AV). The Committee also has jurisdiction over health, energy, environment, and communications policy in general.
- House Transportation and Infrastructure (T&I)
 - Full Committee Chairman: Peter DeFazio (D-OR)
 - Full Committee Ranking Member: Sam Graves (R-MO)

- Jurisdiction: Policy (not disbursement of funds or control of Highway Trust Fund [HTF]) for all modes of transportation (highways, transit, airplanes, ships/boats), interior waterways and Clean Water Act standards, and U.S. Army Corps of Engineers projects/programs (Waters of the United States), and federal buildings/infrastructure management.
- House Ways and Means
 - Full Committee Chairman: Richard Neal (D-MA)
 - Full Committee Ranking Member: Kevin Brady (R-TX)
 - Jurisdiction: With respect to transportation, Ways and Means maintains jurisdiction over the HTF and any tax/user fee measure used to finance it.
- Senate Appropriations
 - Full Committee Chairman: Richard Shelby (R-AL)
 - Full Committee Vice Chairman: Patrick Leahy (D-VT)
 - Jurisdiction: Legislates the disbursement of revenue to all federal departments and agencies
- Senate Banking
 - Full Committee Chairman: Mike Crapo (R-ID)
 - Full Committee Ranking Member: Sherrod Brown (D-OH)
 - Jurisdiction: With respect to transportation, transit funding.
- Senate Commerce
 - Full Committee Chairman: Roger Wicker (R-MS)
 - Full Committee Ranking Member: Maria Cantwell (D-WA)
 - Jurisdiction: In terms of transportation, airports, railroads, highway safety (NHTSA), pipelines (PHMSA), and communications (Vehicle 2 Vehicle (V2V), Vehicle to Infrastructure (V2I), Autonomous Vehicles (AV))
- Senate EPW
 - Full Committee Chairman: John Barrasso (R-WY)
 - Full Committee Ranking Member: Tom Carper (D-DE)
 - Jurisdiction: With respect to transportation, highways (FHWA), inland waterways and projects under the control of the U.S. Army Corps of Engineers for Civil Works (USACE). They also have jurisdiction over federal air and water emission/pollution standards (i.e. the Clean Water Act, and Clean Air Act)
- Senate Finance
 - Full Committee Chairman: Chuck Grassley (R-IA)
 - Full Committee Ranking Member: Ron Wyden (D-OR)
 - Jurisdiction: With respect to transportation, the HTF

Fiscal Impact: There is no fiscal impact associated with the requested action.

Attachment:

- A. Alameda CTC 2019 Legislative Program



2019 Alameda County Transportation Commission Legislative Program

The legislative program herein supports Alameda CTC's transportation vision below adopted for the 2016 Countywide Transportation Plan:

1111 Broadway, Suite 800, Oakland, CA 94607
510.208.7400
www.AlamedaCTC.org

"Alameda County will be served by a premier transportation system that supports a vibrant and livable Alameda County through a connected and integrated multimodal transportation system promoting sustainability, access, transit operations, public health and economic opportunities. Our vision recognizes the need to maintain and operate our existing transportation infrastructure and services while developing new investments that are targeted, effective, financially sound and supported by appropriate land uses. Mobility in Alameda County will be guided by transparent decision-making and measureable performance indicators. Our transportation system will be: Multimodal; Accessible, Affordable and Equitable for people of all ages, incomes, abilities and geographies; Integrated with land use patterns and local decision-making; Connected across the county, within and across the network of streets, highways and transit, bicycle and pedestrian routes; Reliable and Efficient; Cost Effective; Well Maintained; Safe; Supportive of a Healthy and Clean Environment."

Issue	Priority	Strategy Concepts
Transportation Funding	Increase transportation funding	<ul style="list-style-type: none"> • Oppose efforts to repeal transportation revenues streams enacted through SB1. • Support efforts that protect against transportation funding diversions. • Support efforts to lower the two-thirds voter threshold for voter-approved transportation measures. • Support the implementation of more stable and equitable long-term funding sources for transportation. • Ensure fair share of sales tax allocations from new laws and regulations • Seek, acquire, accept and implement grants to advance project and program delivery.
	Protect and enhance voter-approved funding	<ul style="list-style-type: none"> • Support legislation and increased funding from new and/or flexible funding sources to Alameda County for operating, maintaining, restoring, and improving transportation infrastructure and operations. • Support increases in federal, state, and regional funding to expedite delivery of Alameda CTC projects and programs, including funding to expand the Affordable Student Transit Pass program. • Support efforts that give priority funding to voter-approved measures and oppose those that negatively affect the ability to implement voter-approved measures. • Support efforts that streamline financing and delivery of transportation projects and programs. • Support rewarding Self-Help Counties and states that provide significant transportation funding into transportation systems. • Support statewide principles for federal surface transportation reauthorization and/or infrastructure bills that expand funding and delivery opportunities for Alameda County
Project Delivery and Operations	Advance innovative project delivery	<ul style="list-style-type: none"> • Support environmental streamlining and expedited project delivery, including contracting flexibility and innovative project delivery methods. • Support high-occupancy vehicle (HOV)/express lane expansion in Alameda County and the Bay Area, and efforts that promote effective implementation. • Support efforts to allow local agencies to advertise, award, and administer state highway system contracts largely funded by local agencies.
	Ensure cost-effective project delivery	<ul style="list-style-type: none"> • Support efforts that reduce project and program implementation costs. • Support funding and policies to implement transportation projects that create jobs and economic growth, including for apprenticeships and workforces training programs.
	Protect the efficiency of managed lanes	<ul style="list-style-type: none"> • Support HOV/managed lane policies that protect toll operators' management of lane operations and performance, toll rate setting and toll revenue reinvestments, deployment of new technologies and improved enforcement. • Support legislation that clarifies and enables effective toll processing, resolution of unpaid tolls, and interoperability. • Oppose legislation that degrades HOV lanes that could lead to congestion and decreased efficiency.
	Reduce barriers to the implementation of transportation and land use investments	<ul style="list-style-type: none"> • Support legislation that increases flexibility and reduces barriers for infrastructure improvements that link transportation, housing, and jobs.

Issue	Priority	Strategy Concepts
Multimodal Transportation, Land Use and Safety		<ul style="list-style-type: none"> • Support local flexibility and decision-making regarding land-uses for transit oriented development (TOD) and priority development areas (PDAs). • Support funding opportunities for TOD and PDA implementation, including transportation corridor investments that link PDAs.
	Expand multimodal systems, shared mobility and safety	<ul style="list-style-type: none"> • Support policies that provide increased flexibility for transportation service delivery through programs that address the needs of commuters, youth, seniors, people with disabilities and low-incomes, and do not create unfunded mandates. • Support policies that enable shared mobility innovations while protecting the public interest, including allowing shared data (such as data from transportation network companies and app based carpooling companies) that could be used for transportation and land use planning and operational purposes. • Support investments in active transportation, including for improved safety and Vision Zero strategies. • Support investments in transportation for transit-dependent communities that provide enhanced access to goods, services, jobs, and education. • Support parity in pre-tax fringe benefits for public transit, carpooling, and vanpooling and other modes with parking. • Support legislation to modernize the Congestion Management Program, supporting the linkage between transportation, housing, and multi-modal performance monitoring
Climate Change and Technology	Support climate change legislation and technologies to reduce greenhouse gas (GHG) emissions	<ul style="list-style-type: none"> • Support funding for infrastructure, operations, and programs to relieve congestion, improve air quality, reduce emissions, expand resiliency and support economic development, including transitioning to zero emissions transit fleets. • Support rewarding Self-Help Counties with cap-and-trade funds for projects and programs that are partially locally funded and reduce GHG emissions. • Support emerging technologies such as alternative fuels and fueling technology to reduce GHG emissions. • Support legislation and policies to facilitate deployment of connected and autonomous vehicles in Alameda County, including data sharing that will enable long-term planning. • Support the expansion of zero emissions vehicle charging stations. • Support efforts that ensure Alameda County jurisdictions are eligible for state funding related to the definition of disadvantaged communities used in state screening tools.
Goods Movement	Expand goods movement funding and policy development	<ul style="list-style-type: none"> • Support a multimodal goods movement system and efforts that enhance the economy, local communities, and the environment. • Support goods movement policies that enhance Bay Area goods movement planning, funding, delivery, and advocacy. • Support legislation and efforts that improve the efficiency and connectivity of the goods movement system, including passenger rail connectivity. • Ensure that Alameda County goods movement needs are included in and prioritized in regional, state and federal goods movement planning and funding processes. • Support rewarding Self-Help Counties that directly fund goods movement infrastructure and programs. • Leverage local funds to the maximum extent possible to implement goods movement investments in Alameda County through grants and partnerships.
Partnerships	Expand partnerships at the local, regional, state and federal levels	<ul style="list-style-type: none"> • Support efforts that encourage regional and mega-regional cooperation and coordination to develop, promote, and fund solutions to regional transportation problems and support governmental efficiencies and cost savings. • Partner with community and national organizations and other partners to increase transportation funding for Alameda CTC's multiple projects and programs and to support local jobs. • Support efforts to maintain and expand local-, women-, minority- and small-business participation in competing for contracts.